

# The Hongkong Telegraph

(ESTABLISHED 1881.)

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September 25, 1914. Temperature 6 a.m. 75. 2 p.m. 84.  
Humidity " 87. " 69.

September 25, 1913. Temperature 6 a.m. 78. p.m. 82.  
Humidity " 86. " 79.

WEATHER FORECAST  
FINE.  
Barometer 30.05

2914 號六初月八年寅甲

FRIDAY, SEPTEMBER 25, 1914.

五拜禮 號伍拾月九年亥癸

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\$36 PER ANNUM.

## LATEST WAR TELEGRAMS.

### NEW ZEALAND TO KEEP HER FORCE AT FULL STRENGTH.

### RUSSIANS NOW CLOSE TO HUNGARIAN FRONTIER.

### Fine Work by British Naval Aeroplanes.

### THE BIG BATTLE BEING STUBBORNLY FOUGHT.

[Router's Service To "The Telegraph."]

### New Zealand's Resolution.

Sept. 24, 12.10 p.m.

The Government of New Zealand has decided to keep the expeditionary force continuously at full strength by sending monthly drafts of reserves after the main force has sailed.

### EARLIER TELEGRAMS.

### The Cruiser Disaster.

Sept. 23, 5.5 p.m.

The official statement concerning the loss of the cruisers Aboukir, Cressy and Hogue is eagerly awaited, especially as the narratives of the survivors are most conflicting. Some say that only minutes elapsed and others hours between the sinking of the different vessels. The number of submarines is variously estimated at from three to twenty.

### About 1,000 Saved.

It appears, however, that about a thousand of the crews have been saved, but sailing vessels which are becalmed have some others.

### Officers Saved and Lost.

Sept. 24, 11.45 a.m.

The official list of saved includes:

Captain John E. Drummond ..... Aboukir  
Commander William F. Sells ..... Aboukir  
Commander Bertram W. L. Nicholson ..... Cressy  
Captain Wilmet S. Nicholson ..... Hogue  
Commander Reginald A. Norton ..... Hogue

The Admiralty list of officers shows that the Cressy had eighteen dead, including Captain Johnson and thirteen saved, the Aboukir seventeen dead and fifteen saved, the Hogue eight dead and twenty-three saved.

### The U 9.

Sept. 24, 4.30 a.m.

The German Consul at Amsterdam says that the submarine U 9 has returned safely to a German port. A later message from Amsterdam says that the U 9 alone sank the cruisers. It is not known whether she is safe. The names of the crew of twenty will be published.

### Russians Capture Train.

Sept. 24, 4.30 a.m.

Prior to the storming of Jaroslav the Russians captured an armoured train with quickfiring south of Przemyel. They also carried a strongly fortified line equipped with heavy artillery and searchlights on the San.

### Russians Rapidly Advancing.

Sept. 24, 8.45 p.m.

The rapidity of the Russian advance into Galicia is shown by the official announcement that the Russian troops have reached Wislok, close to the Hungarian frontier. The operations at Przemyel are successfully developing. The Russians are in touch with the German front but there is no fighting.

## LATEST WAR TELEGRAMS.

### The Emden Opens Fire on Madras.

Sept. 24, 11.5 a.m.

A telegram from Madras states that the German cruiser Emden at ten o'clock last evening fired nine shots into the city and hit the Telegraph Office, the Seamen's Clubhouse and some trucks, while in the harbour two oil tanks were set ablaze.

### Enemy Disappears.

On our guns replying the Emden disappeared with lights out. Two Indian boys were killed. The public were perfectly calm. Their attitude was admirable.

### Moratorium About to End.

Sept. 24, 9.55 p.m.

The Government, after consultation with the various interests, has decided that the time has arrived for ending the moratorium as soon as possible. There will therefore be no further extensions of moratorium to bills of exchange, retail debts or rent.

As regards other debts there will be an extension of one month.

### Belgians Rout 2,500 Germans.

Sept. 24, 4.30 a.m.

A small force of Belgians, who were aided by an armoured train, routed a force of 2,500 Germans with heavy loss.

### Allies' Left Continues to Advance.

Sept. 23, 6.5 p.m.

A Paris communique issued in the afternoon says: Our left wing has advanced in the Laesguy region, where severe fighting occurred. There is no important change in the centre between Rheims and the Meuse. The enemy attacked violently in the Woivre district, north-east of Verdun and in the direction of Monilly and Dompierre, but the attacks were repulsed.

### The Enemy's Line.

South of Woivre the enemy holds the line from Richecourt to Lironville but has made no progress. The Germans in the Lorraine and Vosges region have evacuated Nomeny and Arracourt.

### "Fortress Warfare."

Sept. 24, 4.50 a.m.

A Paris communique issued at eleven o'clock last evening says: The battle of the Aisne is largely in the nature of fortress warfare and similar to the operations in Manchuria intensified by the exceptional power of the artillery employed. Hence progress must necessarily be slow, sometimes only half to one kilometre daily. The situation is unchanged.

### Pope and Kaiser—an Unconfirmed Report.

Sept. 24, 4.30 a.m.

Rome newspapers report that His Holiness the Pope has telegraphed to the Kaiser deploring the damage done by the German troops to the Cathedral of Rheims and saying: When you destroy the temples of God, you provoke Divine ire before which even the most potent of armies lose all power.

The Vatican refuses to confirm or deny the above.

### Zeppelin Detected over Antwerp.

Sept. 24, 4.30 a.m.

A message from Antwerp states that a Zeppelin airship appeared over the outer forts on Tuesday night but was detected by the searchlights and retired.

### British Aeroplanes Raid Zeppelin Shed.

Sept. 23, 1.55 p.m.

A message from Antwerp states that five British aeroplanes raided the Zeppelin shed at Cologne and threw bombs from a height of 1,500 ft. When they perceived that the shed was aflame they returned to their starting point. One of the aeroplanes descended in Belgium and an armed motor-car went to the rescue. An Amsterdam telegram reports that an aeroplane dropped bombs on the Zeppelin shed at Dusseldorf. The Dusseldorf Zeitung says that a few windows in the shed were broken.

### Lieut. Collet's Exploit.

Sept. 23, 5.55 p.m.

The Press Bureau states that the Admiralty announces that British naval aeroplanes have attacked the Zeppelin shed at Dusseldorf.

The conditions were difficult owing to mist but Lieut. Collet dropped three bombs on the shed from a distance of four hundred feet. The Admiralty adds that the extent of the damage is unknown. Lieut. Collet's aeroplane was struck by a projectile but all returned safely.

The incident shows that if further bombs are dropped upon Antwerp or elsewhere reprisals can be adopted to almost any extent.

## THE WAR—AND AFTER.

### What we are Fighting for.

H. W. Massingham, writing in the *Daily News* of August 10, contributes the following:

I think those of us to whom the idea of a European war, and of our country taking part in it, has brought a measure of personal distress which exceeds even our private griefs, must say with frankness what is in their minds. I confess that Sir Edward Grey's speech left me unconvinced and hostile on the subject of our individual intervention, and that my ultimate reserves as to policy remain. But I must say, too, and publicly, that the reading of the White Paper produced a tremendous revelation. Things being what they were, engagements standing as they stood, the character of the ruling power in Germany being revealed for what it was, nations being subject to their engagements and lines of action which do actually influence and control them, I could not resist the evidence that we were being forced into war. What could we say or do? Germany's final motives are not discoverable in this hour of haste and obscurity. Apparently, judging from Sir Edward Goschen's impression, her governing men had completely lost their heads. They were ruled by a mixture of fear and pride such as exhibits the human mind in a state of complete disengagement from reasonable action. But for us at least they offered nothing. They called on us, knowing well our moral relationship to France, to abandon her to dismemberment outside Europe. They summoned us also to witness and consent to the possible dismemberment of Holland and Belgium. Could we sign such a compact? I cannot answer "Yes."

The die has been cast. Who cast it? Apparently one of the least intelligent and moral groups in the world. With what result? To give over Europe to the temporary control of such influences. A grievous, a terrible, conclusion. Religion, science, art, literature, all voiceless and powerless. Ruthless, senseless force—tearing up treaties, disregarding neighbourliness, and every decency and every nobility of life—in supreme control. What did the Kaiser, a man not insensible to such influences, mean by abandoning them? All that one can say is that his cult of physical power has led him that path, and that to his loss of equilibrium we must attribute, in the first and the second place, the calamities of the hour. We need not take mean or spiteful views. Germany was frightened, and fear is a bad and a mad guide. She had on her the always incalculable fear that the unknown and hardly measurable power of Russia imposed on every nation in turn. But she was clearly in the hands of a man of a low intellectual and moral type, to whom, in the circumstances of the hour, had been given complete power of disposing of the nation's destiny.

Here is, I think, the crucial fact of the hour. Let me turn to one or two more hopeful auspices. It is all but clear that Germany will be beaten. For that issue we must, I think, say *Deo Gratias*. Best of all is the circumstance that the real defeat of Goliath will come from the hands of the David of whose prowess no one but a few admirers of the genius of General Brismont (among them Sir Charles Dike) took very good account. Thus the weak things of the world have been chosen to confound the great. A small nationality has arisen to prove to the world at a moment when material calculations appear to rule that spiritual forces count—and that great, methinks.

## CITIZENS IN THE CELLARS.

### LIEGE CATHEDRAL UNDER SHELL FIRE.

### Horrors of War in Belgian Countryside.

The special correspondent of the *Daily News* (Mr. Hugh Martin), writing from Rotterdam on Sunday, August 9, says:—Holland has become the asylum of Europe. Expelled nationals are pouring in by every route. They are cared for here by the Salvation Army and other institutions.

This country is making an unexampled Red Cross effort to cope with the war that is sweeping along her southern frontier. Hospitals, with an aggregate of 1,000 beds, have been established at Maastricht and Eysden, in the province of Limburg, and great fleets of motor-cars, lent by citizens, are ready day and night to proceed to any point. The Dutch Boy Scouts are doing magnificent organised work.

The roof of Liege Cathedral has been utterly destroyed by German shells.

Ghastly stories reach me from the Dutch-Belgian frontier. The country from Vise to Liege is a wilderness. The villages of Bernesux and Moulins have been wiped out by flames and shell fire.

A correspondent who motored over the battlefield saw seven bodies of civilians floating in one ditch, including a grey-haired man and a lad of seventeen. An old man with an umbrella was lying dead. Many waggons had passed over his body.

The disembowelled bodies of German soldiers lay by the fleeing countryfolk. A priest lay dead with a rifle in his hand. The Mayor of one village was piteously appealing for permission to bury the dead and place the red cross on his house.

German papers brought to-day over the frontier make the highly significant announcement that the Landsturm has been called up at Cologne. The *Kölnische Zeitung* says a Zeppelin returned to Cologne on Thursday afternoon from Liège, where, from a height of 1,000 feet, she dropped twelve bombs, which set fire to many buildings. The paper also says the Russians have been repulsed with heavy loss near Saldau.

One other point. Our own country is doing well, and showing a far greater seriousness, capacity for endurance, and self-sacrifice than many of us expected. It is early times yet, and trials may come. But the staff of the nation seems excellent. We shall win; probably without great losses. German success cannot come for all the circumstances and aids to success are wanting. Then indeed, we must act with the utmost prudence and firmness. If we do well, a new Europe, possibly even a disarmed or a lightly armed Europe, may arise from a compact among these Powers whose capacity for civilization is sufficiently developed. For that end let us all work, while we strive to secure the success of our arms and a speedy and not exasperating end to the war.

## TELEGRAMS.

### NEWS FOR BUSY MEN.

### CONDENSED.

The Russians are making an extremely rapid advance in Galicia.

British aeroplanes have made successful raids into German territory, dropping bombs.

New Zealand has decided to keep its Expeditionary Force continuously at full strength.

The Russians have captured an armoured train with quickfiring south of Przemyel.

At 11 p.m. on the 23rd, the situation along the Aisne was reported to have been unchanged.

The battle of the Aisne is officially reported to be largely in the nature of fortress warfare.

A German airship appeared at the outer forts at Antwerp on Tuesday night, but was detected by searchlights and retired.

The Pope is stated to have telegraphed to the Kaiser protesting strongly against the damage to Rheims Cathedral.

The Government has decided that the time has arrived for ending the Moratorium as soon as possible.

The German cruiser Emden has appeared off Madras and fired shots into the city, making off in the dark.

### NEWS.

Further notes on the crisis appear on page 4.

"Our Contemporaries" appears on page 2, and Log Book on page 6.

General news and an article on Earl Kitchener's plans regarding the Territorials appear on page 3 to-day.

## DON'T FORGET.

### TO-DAY.

Bijon Theatre 9 p.m.  
Victoria Theatre 9.15 p.m.

### TO-MORROW.

Bijon Theatre 9 p.m.  
Victoria Theatre 9.15 p.m.  
Douglas Steamship Co.—Ordinary general meeting—noon.  
Band Night, Peak Club—9.15 p.m.

Sale of Curios—G. P. Lammer's Sales Rooms—2.30 p.m.

Monday, September 28.

Sale of Crown Land, P.W.D.—2 p.m.

Sale of household furniture, No. 59, The Peak—G. P. Lammer's—2.45 p.m.

Wednesday, September 26.

H.K. St. Andrew's Society, Annual General Meeting—5.30 p.m.

Thursday, October 1.

Opening of Hongkong Turkish Bath and Toilet Company's Turkish bath.

Saturday, October 3.

Hongkong Hotel Co. Ltd., extraordinary General Meeting—noon.

Saturday, October 10.

Amateur Boxing Tournament at City Hall.



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Hongkong, 16th August, 1910

## LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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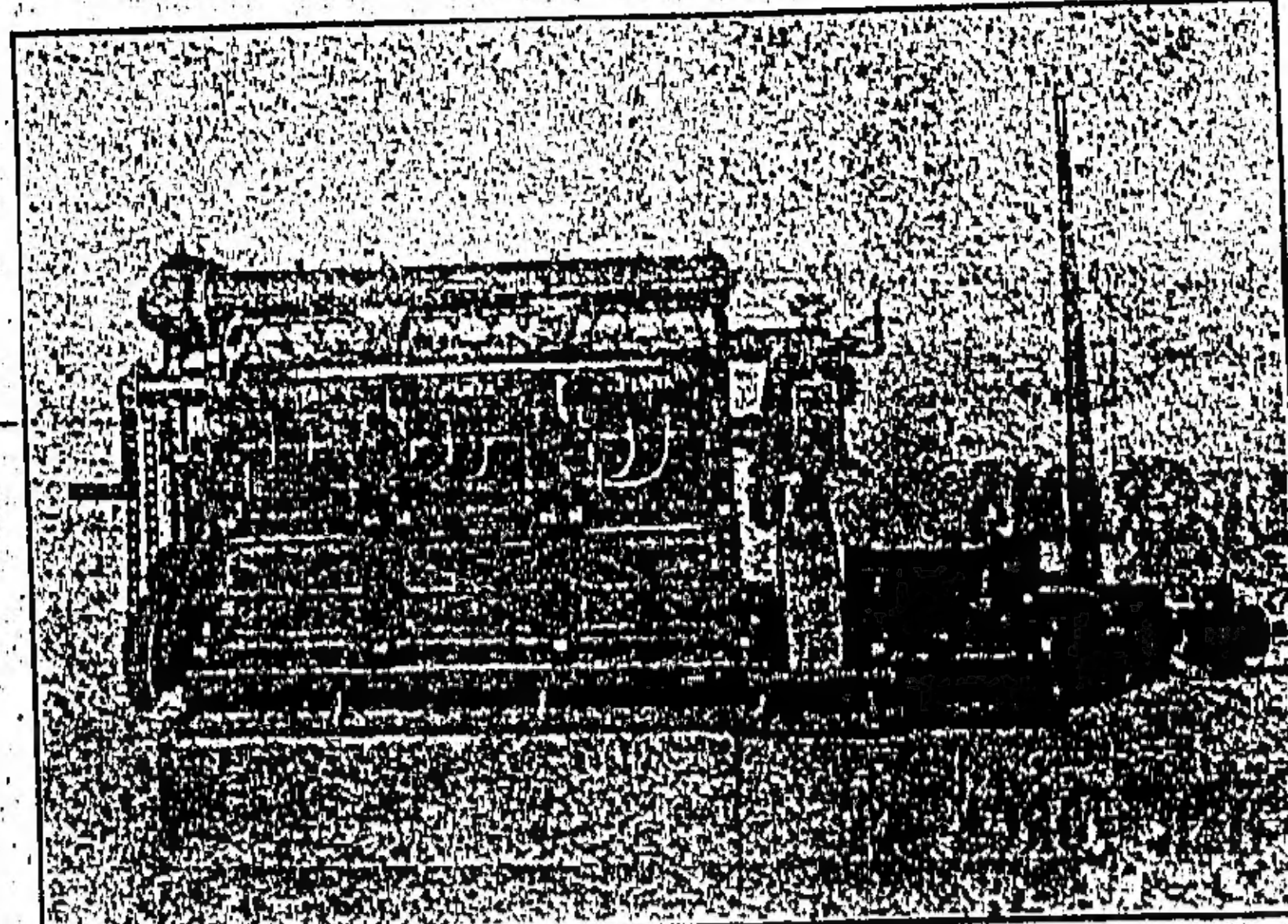
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South China Morning Post

## The Submarine Raid.

The loss of three fine four-funnelled cruisers in the North Sea is a sensation, but after all it is no more than an incident of the present great war. Such losses the British Navy must be prepared to risk during its protracted vigil on the North Sea, for it cannot possibly hope to bring about the destruction of the German Navy without sustaining in the various stages of the game some considerable loss itself. The feat performed by the German submarines is a practical demonstration of the theories recently advanced by Admiral Sir Percy Scott and other naval experts to the effect that the combined influence of the submarine and torpedo will eventually result in the extinction of the battleship; that is, the navy of the future will not depend upon costly, towering, floating fortresses to win spectacular battles but upon small craft which are capable of travelling far and dealing out destruction without revealing themselves to the enemy.

Daily Press.

## Britain's Opportunity.

According to the last number of *Eastern Engineering*, a very important opportunity for promoting British interests in China now presents itself in the attempt that is being made by the authorities of the Peking University to make the engineering branch of the curriculum thoroughly efficient so that the Government will be able to draw a supply of native experts from among the graduates of the institution. Some years ago it would no doubt have been objected that it was bad policy to encourage such a movement, as it would only mean that the lucrative posts open to European engineers in China would be given to Chinese instead, but it has long been apparent that whether Great Britain assists or not, this tendency will have its way, and that the alternatives to active British assistance will be either the employment of inefficient native "experts" (as in the case of the Chekiang Railway) or that students will proceed to Japan or the United States for the training that is not to be procured nearer home, and then will come back imbued with Japanese or American ideas.

China Mail

## The Progress of the War.

It is now fully seven weeks since the war began, and it can be said without the slightest fear of being accused of partiality that the Allied Forces have good reason to congratulate themselves on what has taken place. The fully matured plans of the Germans were completely upset by the entrance of Great Britain into the struggle, they having calculated, or rather miscalculated, that with a Liberal Administration in power and the United Kingdom apparently on the brink of civil war, entrance into European warfare would be rigorously avoided. Great Britain certainly did not wish to be engaged in such a conflict, as she has no envious longings for the Colonies of other nations. She could not, however, see France exposed to danger in the North Sea and therefore readily gave the assistance which France was justified in expecting. Great Britain has had no reason to regret the step. War with Germany within the next few years seemed inevitable, as the arrogance of Prussian military despotism was fast becoming a serious menace to the world, it leaving as its objective the subjection of Europe.

## War News Published at Telegraph Offices on Sundays.

The British Postmaster-General has decided to distribute, every Sunday morning during the war, a digest of the telegrams supplied by the Admiralty and the War Office Press Bureau. The message will be exhibited at all telegraph offices which are open on Sunday morning, and will also be distributed to telephone exchanges so as to be available for subscribers and callers.

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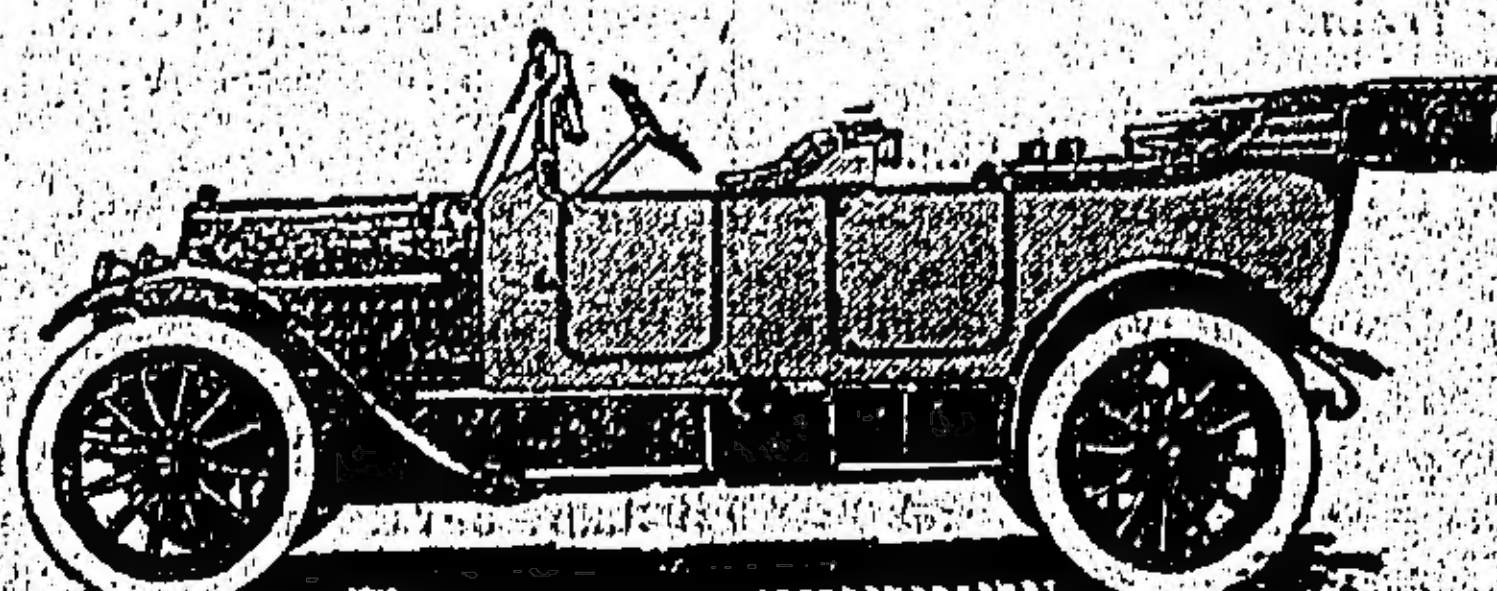
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## GENERAL NEWS.

**Germans in Trouble in Chicago.**  
Chicago, Aug. 15.—German tourists in America are having some of the difficulties experienced by American tourists in Europe after the sudden outbreak of war, it was made known here today at the German Consulate. A number of wealthy Germans visiting here are virtually penniless, it was said. Letters of credit on German banks are not honoured in America and accommodation of any kind has been denied by Canadian banks to German travellers, according to the statement of the Consul. Three wealthy Germans who registered at the Chicago Consulate today had used almost the last of their currency to get here from Canada. They had letters of credit totalling several thousands of dollars, but were unable to obtain service of any kind from Canadian banks.

**Hydro-electric Supply Systems.**  
In view of the recent survey of the watersheds of the Yangtze Valley and other parts of China with a view to determining the possibility of installing hydro-electric supply systems, it is interesting to note that there are now twenty-two such systems in America, completed or under construction, designed for working pressures of 100,000 volts and over. These systems, when completed, will command a length of power line of over 5,000 miles, all at voltages exceeding 100,000. Of these twenty-two systems, four were completed in 1913, involving nearly 1,200 miles of high-voltage line and some 244,000 kw. of initial installed generating capacity. This year will see the completion of seven more, comprising a length of line of about 1,240 miles and representing an initial capacity of some 240,000 kw. —Exchange.

**American Graves in China.**  
Washington, August 8.—Preservation of the graves of many Americans and other nationals in foreign cemeteries on Dines Island, and French Island, near Canton, China, is urged by the American Consul-General at Canton in a report to the State Department to-day.

The cemetery contains the graves of Alexander Hill Everett, first resident Minister of the United States to China, who died June 28, 1847, and a number of American missionaries, seamen and merchants. Some of the graves are said to be without grave stones and the inscriptions on many of the stones are almost effaced.

The Consul General suggests that the countries whose nationals are buried there should co-operate in making necessary repairs. There are 288 graves in the two cemeteries.

**Comparative Cost of U.S. Navy.**  
We frequently hear deplored the fact that the armaments of the naval powers of the world are so very expensive to keep up, but our naval expenditures, which average about \$140,000,000 annually, are really modest when compared, for instance, with the sums of money that are annually sent out of the country by immigrants to their relatives in the home country, and which amount to \$400,000,000 a year, and the \$300,000,000 a year paid annually into foreign pockets to carry our foreign commerce. It is also asserted we pay more for tyres for our automobiles than we do for our Navy, that the moving pictures cost us twice as much as does the Navy, and that the states of New York and Massachusetts have more licensed chauffeurs than the total number of soldiers and sailors in the United States service. All of these expenditures are right enough in their way, and are only cited here to show that our Navy, of which we have every reason to be very proud, is not the terribly expensive thing in comparison that those who oppose its being kept up to an adequate measure would have us believe. And what a bulwark of safety it is in a time like the present when we do not know what a day may bring forth in regard to the much vexed Mexican situation. —N. Y. Marine Journal.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

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## LORD KITCHENER'S PLAN.

## Territorials and The War.

A remarkable and obviously inspired article appears in the Times from the pen of its military correspondent. The writer says: "This is no time for precedent, red-tape, and routine. The country is in for the greatest war of its history, and it must rise to the height of a great responsibility. Let it be clear to all that, though politicians in the past have babbled about great wars they have never seriously faced such a situation, nor does Lord Kitchener now find under his hand the means for waging war on a great scale."

He points out that we are fighting a nation in arms of 70 million people, and we have no good reason to suppose that they have any object in life but to crush us if they can.

In such conditions the war may be long, very long, and whether this turns out to be the case or not it is Lord Kitchener's duty to prepare our land forces so that they may not only second the efforts of our friends by weak contingents, but may by their steadily expanding numbers and their constantly increasing efficiency enable us to play a part worthy of England in the war, and at the peace impose terms most in consonance with our interests.

**A Long War.**  
At the base of Lord Kitchener's plans, therefore, lies this need for preparing for a long war, and this further need, experienced long ago by Chatham and by Pitt, of steadily increasing our military power, day in, day out, and year by year, until at last—since the race of war is not only to the swift but to the persistent—we may figure in arms in a manner befitting the wealth and spirit of our Empire and the legacy of a great and honourable past. Lord Kitchener, therefore, may quite conceivably have to employ 500,000 additional men, and it is possible that when our Powers have exhausted themselves, we shall be, as we have been in the past, most capable of continuing the war.

"We are fighting for the liberties and even the existence of Europe, and we must make the world learn what it means to turn the thoughts of our people, and their stupendous energies, to war."

"Admirable Perfection."  
In the Regular Army little or nothing will be changed, and during the present crisis all the machinery for mobilising and concentrating it has worked with admirable perfection. But by one means or another the land forces available for overseas service must be increased, and as a large part of the Territorial Force is able and willing to go abroad, Lord Kitchener naturally desires to render it capable of going. But he has no idea of asking the Force to volunteer en masse for foreign service.

Lord Kitchener, therefore, proposes, as he explains in his Circular which we publish to-day, to divide the Territorial Force into two categories—namely those

able and willing to serve abroad and those whose business or occupations absolutely preclude them from so doing. There is no invidious distinction drawn between the two categories, nor any suggestion that one category are finer fellows than the other. Both categories are needed.

It is not apparently Lord Kitchener's idea to break up the existing organisation in any way. The exigencies of the defence of the country would alone forbid such a foolish step. Such as the organisation is, such it will remain. The coast defence troops, the divisions and brigades, the units, the local defence forces on the coast, and the central force will all retain their positions in the home defence scheme.

"Men of Good Will."  
But Lord Kitchener asks men of good will, with no binding ties at home, to step forward, and with these he proposes to organise, and hold ever ready, at least waiting, divisions which can, if necessary, be used to supplement the overseas force. Each division of Territorials can supply units of various arms prepared to fulfil this mission, and when the time comes they will form separate divisions—the 15th, 16th, and so on—and be specially trained until they are fit to take part in the war.

There are, of course, many difficulties in the way, but with a will to succeed they will be overcome. It is far easier to build upon existing formations than to raise regiments de novo, and it is therefore probable that the first Territorial division to go abroad will be ready months before those of Lord Kitchener's new army. It need scarcely be added that the service of the Territorial Force in war will bestow upon its regiments a prestige and a distinction which they have not hitherto secured in the public mind.

Not the least valuable, and certainly not the least welcome, contingent of the eventual Overseas Army will be composed of the forces which the Dominions have gallantly proposed to send to our assistance. These will be composed of complete divisions from Australia and Canada, and of large contingents from other Dominions. All these will form part of the organisation for foreign service, and will stand in line with our troops at the point of danger after the necessary finishing courses of training have been given to them. India, too, is allowing certain divisions to the work of the Empire, and they will soon draw nearer to the theatre of hostilities.

Lastly, Lord Kitchener's new army, of which the sketch of the infantry organisation has already appeared, is to be an army raised for the war and to be disbanded at the peace. It is enlisted for three years or for the term of the war, and wherever the war ends, the army will disappear. It is not practicable in ordinary times to maintain an army larger than we already possess, and Lord Kitchener is well aware of the fact. But under stress of patriotic feeling recruiting is always brisk, and on this occasion, when the public spirit is high and so many hands are thrown out

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UP TILL DEC. 15th, 1914.

AH FONG

PHOTOGRAPHER, 31, QUEEN'S ROAD.

of work by the war, there, vice, and it will supply us with has been a rush to join, and in a first Regular Army at home which week or a fortnight the first is a necessity of our position. 100,000 will be made up. A Very possibly a second and a third good number of officers and new army will be created, with N.C.O.s have been already found their depots, if the war drags on, to train the army, and so great is each year there will be more the driving power of the new divisions ready for service in the War Secretary that the new army field and a greater weight to block may possibly be nearly ready our policy and our friends for the field in six months. In Such are the general times upon will be provided with a suitable which Lord Kitchener desires to proportion of all arms and acc-

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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Sharncliffe, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

### ACKNOWLEDGMENT.

Mr. and Mrs. S. D. Stina beg to tender their heartfelt thanks to their many friends for the kind sympathy extended to them in their late bereavement.

### DEATH.

LESBIREL.—At 4 Victoria View, Kowloon, on Sept. 24, Charles John Francis Lesbirel, aged 64 years. Funeral will pass Monument to-day at 5.30.

## The Hongkong Telegraph.

HONGKONG, FRIDAY, SEPTEMBER 25, 1914.

### SEX EDUCATION FOR BOYS.

Under the above heading we published, last Monday, some remarks by the headmasters of Eton and Harrow, contained in their evidence before a recent Royal Commission. By a coincidence, in the last Philadelphia paper received, there is an article on the same subject, written by the Principal of the Friends' Select School, Mr. Walter W. Havilland. The latter's contention is that "fathers and mothers are the natural and proper teachers of these things, but if they do not teach them to their children, society has got to assume the parents' responsibility." This may be the American, and the ultra progressive English, way of looking at the matter; but we rather fancy that the average English parent would strongly dissent from the second part of Mr. Havilland's argument. Not many months ago, in a Home town, a schoolmistress took upon herself to give sex instruction to her pupils; with the result that practically all the parents in the place protested, and even demanded her dismissal. That is how English people regard undue interference by outsiders.

Mr. Havilland proceeds to urge the circulation, among lads and girls, of books dealing with this matter. This is a favourite device with some of the cranks at Home, and one, needless to say, calculated to do much more harm than good, inasmuch as such books serve, only too often, to pique unhealthy curiosity. We should have thought that schoolmasters, of all people in the world, should be the first to realise that no hard and fast rule can be laid down as to the age at which children should be told the facts under discussion, seeing the enormous extent to which both physical and mental development vary in different individuals. In any class of twenty boys of the age of fourteen, some will be almost men, while others will still be babies.

It is interesting to compare with Mr. Havilland's notions, those of the headmasters of Eton and Harrow. They are evidently unready to commit themselves at all, though they go so far as to say: "Instruction in school should be given with much caution, and it should be the special responsibility of the headmaster to give it, or to see that it was given." They add: "A propaganda based solely on hygienic principles would not bring in the obnoxious aspect which was necessary." To our way of thinking the path is none a difficult one that the schoolmaster should not save in individual cases where a word—a word—in season may be absolutely called for, risk making bad worse by discussing such matters with his pupils. Even a lad's own father, be he never so anxious for that lad's physical and spiritual welfare, is often hard put to it to know whether he should speak or be silent. The main argument of those who advocate "telling children everything" is that such frankness would purify the race by doing away with the mystery which forms, as they say, the chief attraction of vice. But among the Chinese and the Arabs, and in thousands of French and Jewish households, children are told everything; we have, however, yet to learn that English morality is any lower than that of other nationalities.

### A Sanitary Matter.

Some time back we made reference in this column to a matter of vital importance to the health of the Colony—the removal of night soil. We revert to the question because there is ample evidence that the coolies who carry out this work continue, in many instances, to ply their calling, not at night at all, but during the forenoon. This, we are assured, is the case in several districts in Kowloon, and the annoyance to people who happen to be about the streets at the time—to say nothing of the danger—is best left to the imagination. This is a matter which needs thorough investigation, and it is to be hoped that the sanitary authorities will institute a searching enquiry into it.

### The "Outside" Coolies.

The fact of the matter is that the whole question of the conditions under which night soil is removed needs looking into. Apparently the contract is let out and a considerable sum is secured from the contractor who takes up the work, or who is supposed to take up the work. We say "supposed" because there appear to be numbers of "outside" coolies who make a living by removing the night soil, and who collect regular monthly sums from residents. The point to be made here is that the public has no control over these coolies, as it would have over contractors coolies, and it is too obvious what an undesirable state of affairs might spring from that circumstance. We know of a case in which the "outside" coolie was falling in his duty, and on complaint being made by the householder, the advice of the sanitary authorities was that a contractor's coolie should be engaged. This was done and for a few days the new coolie put in an appearance. Very soon, however, the old hand was back again and has continued ever since. It is conceivable that "squeeze" entered into the question. Anyhow, it is impossible for the average householder to get at the bottom of these Chinese puzzles. Therefore we say let the authorities order a close investigation into the whole matter in the public interest.

### Thefts from Steamers.

On successive days a paragraph in our Day by Day column has reported thefts from the same steamer, and both were fairly good hauls. The first included two gold watches and a second a gold watch valued at \$250 and \$380 in money. The thief or thieves evidently knew their way about aboard that steamer. It is notorious, of course, that articles of value have a way of disappearing while a vessel lies in port, but two instances of the kind aboard the same steamer are rather remarkable. At the same time one has no great sympathy for passengers who do not keep articles of value and sums of money safely under lock and key—a lock, that is, sufficiently strong to prevent its being forced in the limited time a thief on board ship has at his disposal. And the man who has not a strong lock on his cabin trunk has always the purser's safe at his disposal. But some people seem to neglect ordinary precautions when travelling.

### A Fact Worth Remembering.

We know of no paper which can say so much in short compass as the *Globe*. It appears to draw toward it men who can say pithy things day after day without growing stale. But we have seldom seen the *Globe* pack so much into two phrases as it did recently. These were addressed to advertisers, at the top of the back page, in the left and right-hand corners respectively. That on the left said: "The Morning Paper goes out of the Home," and the other ran: "The Evening Paper goes into the Home." There, in a dozen words, is presented to advertisers a great truth which they should lay to heart. The paper which goes into the home, is the paper which is of most value to them first and last and all the time. It is the paper which the mistress of the home reads, and it is the mistress of the home who does the bulk of the spending. That holds alike in London and Hongkong, and it is always worth bearing in mind.

### DAY BY DAY.

WORTH MAKES THE MAN, AND WANT OF IT THE FELLOW.—Pope.

### The Weather.

Lower level 8 a.m. Temp. 80; clear.  
At the Peak 8 a.m. Temp. 75; clear.

The Mails.  
Siberian Mail.—Arrived per s.s. Salsette this morning.  
French Mail.—Due per s.s. Hongkong to-morrow.  
English Mail.—Closed per s.s. Salsette to-day at 4 p.m.  
Canadian Mail.—Closes per s.s. Nikko Maru to-morrow at 11 a.m.

Count the Columns.  
Yesterday the *Telegraph* published 37 columns of solid reading matter. To-day here will be 35 published.

The Dollar.  
The rate of the dollar on demand to-day is 1s. 9.11.10d.

Band Night.  
The band of the 74th Punjab is to play at the Peak Club to-morrow night.

Company Meeting.  
The meeting of shareholders in the Douglas Steamship Co. takes place at noon to-morrow.

Returned from Leave.  
Mr. B. James, of Queen's College, returned to the Colony this morning from leave. Mr. James has been touring in Australia and New Zealand for several months.

For Money Due.  
Judgment was given for the plaintiff at the Summary Court, this morning, in a case in which Hurnam Singh sued Li Fat to recover \$80, money due under a promissory note.

Alice Memorial Hospital.  
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Ho Wing-hing, \$10.

### Important Arrest.

Four arrests have been made in connection with the recent armed robbery at Kowloon, and at the Police Station, this morning, all four of the accused men were identified by those interested in the affair.

### Nubia's Cargo.

The cargo shipped from Hongkong by the s.s. Nubia on the 23rd inst. included 100 bales of waste silk, 140 bales of pierced cocoons and 1,540 half-chests of tea for London; and 123 rolls of mats and matting for Port Said.

### Judgment Obtained.

At the Summary Court, before Mr. Justice Hazeland, Paines Judge, this morning, Mr. J. H. G-rdiner, appearing for Messrs. A. B. Moulder and Co., Ltd., secured judgment against A Peng for \$768.51 for goods sold and delivered.

### Woman in the Harbour.

A Chinese woman gave the police an interesting and an exciting few moments on the Quay, this morning, when she jumped into the Harbour from the pier at Government wharf and made, it is alleged, an attempt to drown herself. She was taken from the water with very little wrong with her, except a few feet of immersion, and was taken to the Central Police Station.

### TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 10.15 a.m. to-day:—  
Cyclone or Typhoon—E. of Northern Luzon, less than 300 miles distant, filling up.  
Cyclone or Typhoon—Pacific Ocean, about halfway between the Mariana Islands and Luzon, moving W.N.W. or N.W.

### NOTES ON THE CRISIS.

### BRITISH AVIATORS' FINE WORK.

A Fine Response from Canada and Australia.

The raiding of the Zeppelin shed at Ologue, which is announced in to-day's telegrams, was a daring bit of work. British aviators were congratulated by General Joffre, some little time ago, for the excellent work they were doing and it is quite evident that they are keeping it up. Britain was slow to take up aviation, in which the French did splendid pioneer work, but her advance, from the time when she seriously entered into competition with her continental neighbours, was rapid. Up till now, in this war, German airmen have done most of the offensive work, with only moderate success, but this latest bit of work on the part of British aviators should give them something to think about. The attack on the shed at Düsseldorf was also carried out with much daring, but whether it met with the same success is not yet known. The main thing is, however, that our men have not contented themselves with dropping bombs on towns, but have done something towards rendering the enemy's airships less active.

### Daring Work.

One cannot refrain from remarking that, whatever may be said of the bulk of the German fleet, one boat at least has done fine work, from the enemy's point of view. One refers to the Emden. Yesterday we were informed by the Press Bureau that only twelve British merchant vessels had been taken by the enemy during the war; and of these the Emden alone has accounted for six. In the long run she is bound to be laid by the heels. There are not many coal ports at which she can call, and she is fairly certain to be caught one of these days when she runs for coal. But at least her officers and men can congratulate themselves that they have done their share in this war. The firing on Madras shows that she is out to do as much damage as she can before her day of active life is ended, and up till now she has done well. It is not pleasant to read of the mischief she is doing, of course, but, whether enemies or not, daring of this kind in any men elicits admiration.

### A Fine Response.

The response from Canada has been magnificent, and has exceeded even the expectations of the most optimistic. These men from the Dominion, too, are splendid men who, from the very nature of their life and training, may be trusted to give a good account of themselves at the Front. Australian papers speak of a wave of enthusiasm sweeping over across the Commonwealth as strongly as that which has been raised in Canada. All parties have united to show a solid front to the enemy. The Leader of the Opposition in the Commonwealth, Parliament announced that henceforth there was "No Opposition," and that is the proper spirit. Not only have the army and navy of the Commonwealth been placed at the disposal of the Home country, but the whole of its resources have also been offered. The people of Canada and Australia are a deal more loyal than they themselves perhaps realised before war broke out.

### "Uneasy Lies the Head."

A paragraph in a contemporary states that Prince Wilhelm of Albania has escaped from the throne to Germany and has joined the German army. Just at the moment the state of Albania does not greatly matter and it will probably get along very well without its prince, as well, at least as it has done with him. Evidently, on this occasion, I had had no warship handy on which he could get away. In any case, a man who prefers service with the German army at present to the occupation of a throne holds no very high position in life. His job, in fact, which most men would be disposed to give up if it was as bad as that, is a good deal better.

### SURVEYORS AND THEIR FEES.

Interesting Case in the Summary Court.

This morning in the Summary Court, before Mr. Justice Hazeland, an interesting case was tried concerning surveyors and their fees. It being set up by the defendant that the amount charged by the plaintiff firm of architects and surveyors was unreasonable. The plaintiffs were Messrs. Palmer and Turner of Alexandra Buildings, and the defendant was Mr. C. Binney of "Stillingfleet," Peak Road, and the claim was for \$200 for work done as surveyors and valuers. Mr. Preston, of Messrs. Johnson, Stokes and Master, appeared for the plaintiff, the defendant conducting his own case.

Mr. H. W. Bird, in the box, said that he was a fellow of the Royal Institute of British Architects, and a partner in the firm of Messrs. Palmer and Turner. On July 17, he was requested by the defendant to make a valuation for him of 107, 108 and 109, Connaught Road Central, and 213, 214, 215 and 217, Des Vaux Road Central. No agreement was made as to fees.

On July 18 he visited the premises and made the valuation and he was engaged on the whole work for about two to three hours. He charged two hundred dollars as his fees, and had rendered an account to the defendant who had not, however, paid.

His Lordship:—You considered \$200 a reasonable fee?—I did.

Mr. Preston:—Were you firm at one time acting as surveyors for the Credit Foncier d'Extreme Orient?—They were.

Is that an insurance company?—A company which advances money upon properties.

And in that connection did a scale of fees come to your knowledge?—It did.

Can you tell me from memory the usual charge in Shanghai for valuations up to \$300,000?—They were paying in Shanghai one eighth per cent.

His Lordship:—How much would one eighth per cent. of \$200,000 be?—\$250.

Mr. Preston:—And up to \$400,000 they suggested for you in Hongkong?—One eighth per cent.

The fees which you have charged for your work, what do they amount to?—Rather less than one ninth per cent; practically one tenth I call it.

The defendant:—You have been connected with your firm for a number of years?—Twenty-two years.

During that time you have made a number of valuations for me from time to time?—Yes.

And I have always paid you the very next day?—I don't know about that.

Can you show me a valuation upon which you have charged me \$200?—I can show you extracts from the books from 1903 to 1914 and the amount varies from \$35 to \$150.

The highest report, except the present one, is for \$195,000 and the fee you charged me was \$150. You have charged me \$150 for \$195,000 and for two thousand more you charge me \$50?—The valuation you refer to has been made several times by our firm. That was some time ago and probably Mr. Turner charged him that sum because he had valued it before. Of course one very often makes arrangements about valuations and one does not always necessarily charge the same.

His Lordship:—You had to go through the whole thing, no previous knowledge was brought to bear?—As far as I know I have not had anything to do with the property before.

The defendant:—But your firm must have records of it?—I have not gone back in the books for ten years; we may have done.

You know the property?—I know the position of the property.

You have had something to do with the property, either repairing it or something of that sort?—No.

Are you positive?—Quite positive.

His Lordship:—You had to go through the whole thing, no previous knowledge was brought to bear?—As far as I know I have not had anything to do with the property before.

The defendant:—But your firm must have records of it?—I have not gone back in the books for ten years; we may have done.

You know the property?—I know the position of the property.

You have had something to do with the property, either repairing it or something of that sort?—No.

Are you positive?—Quite positive.

### OBITUARY.

Mr. C. J. Lesbirel.

We regret to announce the death of Mr. Charles John Francis Lesbirel, who died at his residence, 4, Victoria View, Kowloon, yesterday, at the age of 64 years. The deceased, who arrived in the Colony in 1870, was a native of Jersey, and made the trip here as a carpenter in a sailing vessel. For a long time Mr. Lesbirel was connected with a firm of architects in Hongkong and was afterwards associated with the Hongkong Saw Mills. For no less than twenty-three years he has been steward of the Victoria Recreation Club, where he won the esteem of the members, and was highly regarded by the Committee for the "earnest way" in which he carried out his duties. His interment took place in the cemetery world will feel the loss of an obliging friend in the death of Mr. Lesbirel, and local sportsmen will feel the loss more keenly still.

For about twenty-eight years the late Mr. Lesbirel was promoter of an independent sweep on the Hongkong Derby, and it is stated that he was the originator of the independent sweeps. About three months ago tuberculosis of the throat made an appreciable inroad on his physique, and he took a trip to Vancouver recently in order to consult a specialist in the disease. On examination by the specialist the case was pronounced as hopeless and the deceased returned to Hongkong. Deceased leaves a wife and four daughters to mourn his loss. Three of the daughters are married.

The deceased was for many years an active Freemason, being a member of St. John's Lodge.

The funeral will pass the monument at 5.30 this afternoon.

Those prices which you say are charged in London and Shanghai, have they ever been made here?—That is not the point. We say we might have charged those prices.

Mr. B. A. Ram, whose evidence had been taken before Mr. Bird's, said he also was a Fellow of the Royal Institute of British Architects and had practised in Hongkong for the last twenty-five years. Witness, after inspecting the report made by the plaintiff, said that if the fees had been charged on the scale suggested by the Institute they would have amounted to \$700, about. There was no fixed scale in Hongkong, and the charge depended upon the property, the amount of the valuation and the care which had to be taken.

His Lordship:—In a case like this, you would charge \$200?—I think it is a fair charge.

But you don't say how you charge the fee?—Roughly I would say one-tenth to one-eighth per cent.

The defendant:—There are areas and measurements; you get those by paying one dollar at the Land Office?—I don't know about the facts of the case.

In any case you get your areas from the Land Office?—Not as a rule.

Do you always measure them?—Sometimes we measure them and sometimes we have plans in the office.

You obtain your rent from the Assessor's office?—The actual rent we get from our clients and the assessed rent from the assessor's office.

Suppose I asked you to value the premises, on what basis would you do it?—Experience and also rent, the state of the property and the conditions under which it could be rebuilt.

You have always a fixed idea of a locality as to much per foot?—Certainly; that is a matter of experience which takes years to acquire.

The defendant, in the box, said that he was a broker and disputed the amount of the bill, because he thought it was too heavy. He had had reports from other firms which were more reasonable. All Mr. Bird had to do was to pay \$1 to the Land Office to get the areas and he got the rents free. The plaintiff had computed his labour at \$200 for two hours.

His Lordship gave judgment for the plaintiff, saying that he was quite satisfied that \$200 was quite a reasonable charge.



## WAR ITEMS.

## Effect of Reverses in Germany and Austria.

London, Sept. 16.  
The people of Germany are slowly hearing the news of the great disasters to German arms in the east and west.

American bankers declare that Germany will not be able to float any part of her £50,000,000 loan in the United States, while no other neutral country will lend her a farthing.

It is unofficially reported that the Germans are hard pressed in Belgium and that they suggested terms to the Belgians, who refused them.

The Russian victory over the Austrians is so immense that it is impossible to count the spoils. Panic has been created in Vienna. The British are enthusiastic at the recent success of the Allies.

The Road to Berlin.

New York, Sept. 8.  
A despatch from Petrograd to the New York Times states that if the plans of the Russian army should succeed between the two rivers, the Vistula and the Bug, a branch of the Vistula, the road to Berlin will be completely opened to them.

This Austrian strategic position as against the Russian army is very dangerous in three directions, and in the fourth direction there is a wide expanse of swampy ground by which the Austrian movements will be hampered—Nicht Nicht.

Mr. Churchill and the Press.

In the House of Commons on August 7 Mr. Churchill remarked:

I should like to say there are many disconcerting rumors which have been spread about. These rumors arise from the fact that the censorship of the Press at present is of a very strict kind (cheers) from the point of view of saying "Aye" or "No" to any particular piece of military information.

I think, as a consequence of that, the newspapers in default of facts, are rather inclined to fill up their columns with gossip which reaches them from irresponsible quarters along the coast; where a great deal of apprehension in the minds of the individuals prevails.

We are establishing to-day a Press Bureau, over which Mr. F. E. Smith, M.P., will preside. From that Bureau of Information a steady stream of trustworthy information will be supplied by both the War Office and the Admiralty.

This will be information which can be given to the Press without injury to military or naval interests, and will serve to keep the country properly and truthfully informed from day to day of what can be told, and what is fair and reasonable, thus providing as much truth as possible and excluding the growth of irresponsible information.

We owe a very great debt to the Press of this country. During the precautionary period, when we had no legal means of controlling them, the proprietors and editors of all the newspapers irrespective of the class of publication and of party, all combined to take no notice of questions which the Admiralty and the War Office did not want referred to (cheers).

We wish to work with the newspaper Press in this war so as to enable the people to follow what is taking place reasonably and intelligently, and it is by relations of that kind that panic and unnecessary alarm can best be avoided.

The Late General Grierson.

A great public demonstration was made on August 20, at Boulogne, at the military funeral of General Sir James Grierson, commander of the second corps of the British expeditionary force.

The body of General Grierson, who died suddenly from heart failure, was taken from Boulogne to England for interment. General Sir Horace Smith-Dorrien has succeeded to the command of General Grierson's corps.

The late General was in Singapore nearly three years ago with the Prince and Princess Alexander of Teck, who were on a special mission to Siam.

British Casualty List.

A London wire of a fortnight ago states that the officers killed include: Lieut. Colonel R. O. Bond, D.S.O., and Major O. A. L. Yate, of the 2nd Bn. King's Own Yorkshire Light Infantry, Major

V. R. Brooke, O.I.E., D.S.O., of the 9th Queen's Royal Lancers, Major O. S. Holland, of the Royal Field Artillery, Major C. G. Pack Beresford, of the 3rd Bn. Royal West Kents, Major P. L. Stifford, 2nd Bn. West Riding Regiment, Major F. Swetenham, 2nd Dragoon (Scots Greys), Brigadier-General R. Scott-Kerr, D.S.O., M.V.O., 2nd Infantry Brigade, Col. Brett-Dykes, and Capt. Luther, the Army Raquette Champion. Lieut. the Hon. O. Hardinge, son of the Viceroy, has been wounded.

British Troops and Home Letters.

The Daily Mail, according to a London message of August 10 published in Australia, states that the soldiers of the British troops in France are not permitted to write letters to their relatives.

The only communication allowed is by post-card, on which men can state whether they are well or in the hospital. No post mark is placed on these cards, so that it will be impossible to know where they come from. Only officers of the highest rank know what is afoot. No English newspapers are now allowed to enter France.

Berlin gets Food only by Canal Now.

Berlin, Aug. 8 (Special Correspondent of the New York Tribune and London Standard).

Berlin now relies exclusively on its waterways for the transportation of food. All products are being shipped in large barges, moving at about ten miles a day, each barge carrying as much as a limited freight train. Salt has become a rare commodity, little less than 8 cents a pound being asked. Lard costs up to 16 cents a pound, and all kinds of meat have advanced nearly 4 cents a pound. Coffee, eggs, butter and flour are in such demand that all stores and stalls are under police protection; the police regulating the entry and exit of customers.

The entire food supply of Berlin is now under the orders of the Minister of the Interior, in conjunction with the municipal authorities. The Minister of the Interior commands certain districts to sell to Berlin certain products, and a district is not permitted to sell to any other town or village while under orders of the Home Office.

Defences at the Rear of Tsingtau.

According to investigations made by the Japanese, the defences at the rear of Tsingtau are said to consist of the following:

Illis Promontory, two 28 centimetre guns.

Huichuan Promontory, four 24 centimetre guns.

Yaneshan, two forts (one equipped with four 21 centimetre guns and the other with two 15 centimetre guns).

Hill on which the Governor's official residence stands, three forts, one of which is equipped with four shrapnel guns, another with four field guns, and the third with six 15 centimetre guns.

Hill adjacent to the above, where the watch tower stands, two mountain guns.

At north of Yangzuchuang, two forts.

On eastern foot of Illis Hill, one fort.

Molke Fort, two 12 centimetre guns.

Molke Saddle, one fort.

Fengshan Hill, one fort.

At east of Fengshan, two forts.

On eminence south of Wachuan-chuang, one fort.

Sanfangshan, one fort and one battery, fronted with wire entanglements.

Taoouhan (on Yintao Island), one fort.

Nakukou, one fort.

In addition, trenches, abatis, etc., supplement the defences from Fushanso to Huichuan Promontory.

Defence of Antwerp.

Amsterdam, Aug. 21.—Extensive preparations have been made to defend Antwerp. The neighboring woods have been cut down, and the surrounding villages have been destroyed in order to deprive the Germans of cover, while earthworks have been thrown up in all directions, and part of the country outside the fortifications has been flooded.

Two Dover-Ostend steamers are lying in the Scheldt, in readiness to remove the Queen and her family in the event of the city being besieged.

The Daily Telegraph points out that the broad plains north of the Meuse, with innumerable roads

converging at Brussels, is ideal country for the deployment of large forces. Apparently the Germans have not abandoned the attempt to turn the allies' left wing by an advance en masse along the left bank of the Meuse. A noteworthy feature is the absence of information relative to the operations in the Luxembourg district.

Offences Against Citizens.

Brussels, August 21.—The Mayor of Liège, near Tirimont, has officially reported that on Wednesday German Hussars, whose officer had been shot by a Belgian patrol, accused civilians of having done the shooting. They thereupon shot two villagers whom they described as spies. Then they murdered a man and his wife, set fire to their house, and cast their bodies into the flames. After that they shot three other persons, and finally they tied several villagers by their feet to mitrailleuses and dragged them along with their heads on the ground. Eight of the people were shot dead with revolvers, and several more had their ears shot off.

Aerial Adventures.

Paris, August 21.—On Wednesday a French aviator (at a place unnamed) encountered a division of German cavalry and dropped several bombs. He did great damage to hostile aviators and was then hit by a rifle bullet and compelled to descend in German territory. He hid in a wood until nightfall, when he found another French aviator who had been shot in the legs. The aviator and their machines were safely brought to the French lines.

A British military aeroplane fell yesterday, with the result that Pilot Officer was killed and Lieut. Robert Smith Barry was injured.

Suffering in Germany.

The Hague, Aug. 21.—A Dutch official who was recently in Berlin states that wages in Germany have fallen 20 per cent. since the war broke out. The slaughter of cattle has been restricted, the object being to obtain supplies of meat from Holland and to preserve those already in Germany. Spy-hunting has become a popular frenzy. The official saw several so-called Russians lynched, though they were apparently too frightened to explain the fact to the mob. They accused one man of being a spy when the police arrived, without the least attempt to investigate the facts. Similar scenes are of hourly occurrence.

Townfolk Brutally Treated.

Brussels, Aug. 20.—The Germans' attack on Tuesday developed at 6 in the morning, when a strong force of cavalry and infantry, supported by artillery and machine guns, attacked in a seven-mile front about Haelen. The Belgian cavalry on the Tirlemont-Moll railway offered a determined resistance. They dismounted, occupied trenches, and bravely withstood a hail of bullets for two hours.

A party of Germans, meanwhile, got behind and shot the Belgian horses. The ground was fought inch by inch, and numbers of Germans were killed during a relentless forward march. The Belgians also suffered severely. When the retreat was ordered, the Belgian cavalrymen did their best to assist their comrades who had lost their horses. At one point 240 Belgians held up 2,000 Germans. When the Belgian cavalry retired, the Germans shelled Diest and Tirlemont, and pillaged the railway stations. They also bombarded the towns with big guns, the inhabitants flying in terror and leaving everything.

The Germans were obviously well served by spies. At Gembloux directly the Belgian troops and the French cavalry left, the Germans destroyed the main railway, but were soon driven out. The French, pouring into Namur and detouring outside the town, screened themselves behind provision bags, against observation by German aviators. The way to Namur was blocked, but the Germans were allowed to enter a gap on the north, by which they reached Gembloux.

FROM FRENCH SOURCES.

The Courrier d'Alsace publishes a Paris telegram of August 19, which states that much indignation has been expressed with regard to the manner in which the British and the broad plains north of the Meuse, with innumerable roads

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DAIRY FARM NEWS.  
NOTICE.

We beg to notify our customers that on and after 14th inst: our amended prices (as approved by the Food Committee) will come into force.

All existing price lists are hereby cancelled.

Amended copies can now be had on application.

THE DAIRY FARM Co., Ltd.

SEPTEMBER, 1914.

authorities. They were given an hour in which to leave the country with their families. They were told they would be transported only to the frontier of Holland, but during the course of their journey to Holland they were arrested and imprisoned in the same cells in which criminals were confined and were treated generally in a brutal manner. They remained twenty-four hours without food. Eventually the Germans decided to release the British Consul, who is now safely in Belgium, and the French consul and his suite were released and are now in Holland.

It has been discovered, says a telegram from Riga dated August 12, and published in the Courrier d'Alsace, that in numerous schools run by the Deutscheverein, political propaganda was being carried on under the auspices of the special agents sent to Russia.

By order of the Government that society has been broken up and the schools closed.

The Novoye Vremya states that the influence of the German party is completely destroyed in Petrograd, and that the Countess Kleimichel, the most prominent member of the party, has received an order not to leave the city.

The salon of the countess was the centre of the German political activity in Petrograd and was often visited by Count Pourtales. He exercised immense influence in Russian circles and had recently obtained the nomination of one of their candidates to an important post.

The Government had many times been advised of the danger of this centre, but the influence of the German court had always prevailed.

Kaiser Leaves Coblenz.

According to a telegram published by the Courrier d'Alsace, the Kaiser, since the commencement of September, has left Coblenz with the Kings of Bavaria and Wurtemberg, who are proceeding to Strasbourg.

TO-DAY'S  
ADVERTISEMENT.

## TOYO KISEN KAISHA.

s.s. "SEIYO MARU"  
From SAN FRANCISCO, via  
HONOLULU, JAPAN PORTS,  
and SHANGHAI.

The above-named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on 28th September at noon will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 1st October, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or in the Godown, and examination of same to be held on 3rd October at 10 a.m.

All Claims must be filed on or before 8th October, otherwise they will not be recognised.

S. MORIMOTO,  
Agent,  
Hongkong, 25th September, 1914.

TO-DAY'S  
ADVERTISEMENTSST. JOHN'S  
CATHEDRAL.

Mr. GEORGE GRIMBLE  
will give an  
ORGAN RECITAL

Tuesday next at 9.15 p.m.

In aid of The Prince of Wales' Fund, assisted by the Choir, and other local vocalists.

THE DAIRY FARM CO., LTD.  
NOTICE TO SHAREHOLDERS

THE EIGHTEENTH ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on Saturday, 10th October, 1914 at 12.15 p.m. for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1914.

THE TRANSFER BOOKS of the Company will be CLOSED from 1st to 10th October, 1914 both days inclusive.

By order  
M. MANUK,  
Secretary.

G. R.

It is hereby notified that the Old Star Ferry Wharf, Kowloon, will be closed for repairs from Saturday, October the 3rd, until further notice.

A. F. CHURCHILL,  
Director of Public Works,  
Public Works Office,  
Hongkong, 25th September, 1914.

G. R.

It is hereby notified that during the alterations and repairs to the Old Star Ferry Wharf, Kowloon, the Wooden Police Pier will be closed for the use of the Public from Saturday, October the 3rd, and until further notice.

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## MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS

"SUMMIT"  
COLLARS & SHIRTS

"JACKER"  
UNDERWEAR, etc.

We are specialists in masculine wearing apparel and are, therefore, able to give you the satisfaction of a house which confines its efforts to the requisites that go to make the attire of men.

HENRY HEATH'S  
HATS

"DEXTER"  
WEATHERPROOFS

16 DES VŒUX ROAD. 16

## WM. POWELL, LTD.

TELEPHONE 346

GRAND ASSORTMENT

OF  
LADIES' SHOES

IN  
BLACK, BROWN, WHITE

AND  
FANCY

FOR DAY WEAR

Wm. POWELL, Ltd.

## J. ULLMANN &amp; CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WHIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right.

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.



## SHIPPING

CANADIAN PACIFIC  
ROYAL MAIL.  
STEAMSHIP LINE.

From Hongkong

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA" and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

## PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.  
"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port, £65.

"MONTREAL," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

Steamers are despatched Eastward and Westward at regular intervals, taking passengers and cargo at current rates.

DAVID SASSOON &amp; CO., LTD.

Hongkong, Aug. 31, 1914.

Agents.

## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents,  
Bankers, &c.

Head Office for the Far East—16, DES VOEUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN  
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS  
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	18th Oct.	24th Oct.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield &amp; Swire.

Telephone No. 65.

## SHIPPING

## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.		Mishima Maru Capt. Wata T. 16,000 Suwa Maru Capt. Murai T. 25,000	{WEDNES., 7th Oct. at 10 a.m. {WEDNES., 21st Oct., at 10 a.m.
VICTORIA, B.C., and SEATTLE via Shanghai, Moji, Kobe, Yokohama, Keelung and Yokohama		Shidzuoka Maru Capt. Deguchi T. 12,500 Tamba Maru Capt. Nagasuye T. 12,500	{TUES., 6th Oct. at noon. {TUES., 20th Oct. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane		Tango Maru Capt. Sekine T. 13,500 Nikko Maru Capt. Takeda T. 9,300	{TUES., 29th Sept. at daylight. {WEDNES., 19th Oct.
CALCUTTA via Spore, Penang & Rangoon		Nikko Maru Capt. Takeda T. 9,600	{SATUR., 26th Sept., at noon.
BOMBAY via Singapore and Colombo.		Sanuki Maru Capt. Date T. 12,500	{TUES., 29th Sept.
NAGASAKI, Kobe & Yokohama		Hitachi Maru Capt. Sato T. 12,500	{THURS., 9th Oct. at 11 a.m.
SHANGHAI and Kobe			

† Cargo only.

† Fitted with new system of wireless telegraphy.

## REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commoning from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class.....	\$135	\$122	\$103	\$95
2nd class.....	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling ports in Japan. For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
PAKHAI & H'PHONG	Sungkiang	26th Sept. at 10 a.m.
MANILA, CEBU & ILOILO	Chinhua	29th Sept. at 4 p.m.
SHANGHAI	Anhui	29th Sept. at 4 p.m.
SHANGHAI & TIENTSIN	Hulchow	30th Sept. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	6th Oct. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
"S.S. LINTAN" and "S.S. SANUI"

"MANILA LINE"—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidst electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

"SHANGHAI LINE"—The Twin Screw steamers "Anhui," "Chenai," "Shaohsing" and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD &amp; SWIRE.

Telephone No. 36

Hongkong 25th Sept., 1914.

## RUSSIAN VOLUNTEER FLEET.

Captain D. A. Lukhmanoff,

Agent for

Hongkong, South China, Indo-China and Philippine Islands.  
Office:—Hotel Mansions, Third Floor, No. 12a and 14.

Telephone No. 1224.

P. O. Box 472.

Capt. D. A. LUKHMANOFF,

Agent.

Hongkong, Aug. 5, 1914.

## SHIPPING

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Exp. to sail on or about	To	Will leave on or about
Tjilwong	...	...	JAPAN	2nd half Sept.
Tjilancek	...	...	JAVA	2nd half Sept.
Tjilajap	JAPAN	2nd half Sept.	JAVA	2nd half Sept.
Tjikembang	JAVA	1st half Oct.	SHAI	1st half Oct.
Tjitaroom	SHAI	1st half Oct.	JAVA	1st half Oct.
Tjipanas	JAVA	1st half Oct.	JAPAN	2nd half Oct.
Tjimahi	JAVA	2nd half Oct.	SHAI	2nd half Oct.
Tjibodas	JAVA	2nd half Oct.	JAPAN	2nd half Oct.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

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## TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed
Shinyo Maru	22,000 - 21 knots	From N'saki, Tues., 6th Oct.
Chiyo Maru	22,000 - 21 knots	" H'kong, Tues., 20th Oct.
Tenyo Maru	22,000 - 21 knots	" Sat., 14th Nov.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

"Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

"ROUND THE WORLD" Tickets issued in Connection with all the Principal

Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

## SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Seiyo Maru 14,000 - 14 knots Tues., 6th October.

Thence by TRANS-ANDERSON ROUTE to BUENOS AIRES.

For Full Particulars as to Passage &amp; Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	...	30th Sept., 10 a.m.
Eastern	...	9th Oct., "
Aldenhams	3rd Oct.	30th Oct., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston &amp; Co.

Agents.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang	A. E. Hodgins	TUES., 29th Sept. at 1 p.m.
Haitan	J. W. Evans	FRI., 2nd Oct. at 1 p.m.

FOR AMOY AND FOOCHOW.

Haiching	W. C. Passmore	SUN., 27th Sept. at d'light.
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FOR SWATOW.

Haimun	A. H. Stewart	SUN., 27th Sept. at 10 a.m.
Haimun	A. H. Stewart	WED., 30th Sept. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Laumack &amp; Co.,

General Managers.

## LOG BOOK.

China Coast Gazette.  
Captain F.H. Wallace, of the Hsiaoan, is on leave.

Mr. G. Lindsay Crawford, from leave, has gone acting master, Hsiaoan.

Mr. M. Tolkinson, chief officer, Irene, has signed off.

Mr. O. Sheppard, from leave, has gone chief officer, Irene.

Mr. Morton, second officer, Anping, has signed off.

Mr. F. Berkeley, from awaiting orders, has gone second officer, Anping.

Mr. J. Cartwright, second officer, Hsiaoan, has signed off.

Mr. N. H. Hill, second officer, Hsiaoan, has gone second officer, Hsiaoan.

Mr. M. McPhail, second engineer, Hsiaoan, has gone second engineer, Kwangshah.

Mr. A. Hodge, second engineer, Kwangshah, has gone second engineer, Hsiaoan.

Mr. J. Fitzpatrick, from awaiting orders, has gone second engineer, Kwangshah.

Mr. A. McEwan, from leave, has gone chief engineer, Loongwo.

Mr. A. T. Perry, chief engineer, Loongwo, is awaiting orders.

Mr. A. Speirs, from leave, has gone chief engineer, Saiwo.

Mr. A. L. Miller, acting chief engineer, Saiwo, has gone second engineer, same ship.

Mr. R. L. Galea, supernumerary, Saiwo, has gone third engineer, same ship.

Mr. F. Moore, third engineer, Saiwo, is awaiting orders.

Mr. J. B. Riekie, from awaiting orders, has gone second engineer, Wingsang.

Mr. A. McG. Blair, second engineer, Wingsang, is on leave.

Captain H. Somme, from leave, is awaiting orders.

Mr. D. L. Thomas, second officer, Hupeh, has gone second officer, Hangchow.

Mr. J. K. Thorvig, second officer, Hangchow, has gone second officer, Hupeh.

Mr. G. S. Barrall, second officer, Kanohow, is on leave.

Mr. J. M. Olare, supernumerary, Hsin Peking, has gone chief officer, Szechuen.

Mr. F. H. Davis, chief officer, Szechuen, is on leave.

Mr. W. T. Ponstie, supernumerary, second officer, Hsin Peking, is on leave.

Mr. Burns, second engineer, Chenan, has gone second engineer, Chinkiang.

Mr. H. George, second engineer, Chinkiang, has gone second engineer, Chenan.

Mr. J. Williams, from leave, has gone supernumerary, chief engineer, Hsin Peking.

Mr. J. O. Knott, supernumerary, Hsin Peking, has gone supernumerary, third engineer, Tatung.

Shipping and Engineering.

The Latania.

The motor ship Latania was launched recently from the yard of Messrs. Mackie and Thomson, of Irvine. This ship is for the East Asiatic Co., and will be engaged with motors built by the Harmeister and Wain Oil Engine Co., Ltd., of Glasgow. She is a sister vessel to the Kalatia, which was launched some time ago by Messrs. Harland and Wolff, from their Clyde yard. The engine of the new boat, which will be a twin-screw vessel, are designed for a total indicated horse-power of 2,250. They are, as usual, six-cylinder motors, the eight-cylinder type seemingly having been practically abandoned by this firm. This is, of course, not to be wondered at, considering the great advance which has taken place during the past two years in the design and building of the high-compression internal-combustion engine. A six-cylinder engine 1,250 h.p. means cylinders a little more than 250 h.p. each, small indeed, compared with what Messrs. Harmeister and Wain are prepared to build at the present moment. The vessel has a length of about 270 ft. and a gross tonnage of 4,500.

For a good solid meal, a la Carte, on Table d'Hôte, with Wines & Liquors of the Best—ALEXANDRA CAFE



## SHIPPING

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	Sat.	26th Sept. at 3 p.m.	On
S'PORE, Pang & C'outa...	Fooshing*	Sat.	26th Sept. at 3 p.m.	
MANILA	Loongsang*	Wed.	30th Sept. at noon	
TIENSIN	Chipsang*	Fri.	2nd Oct. at noon	
SHANGHAI	Taksang*	Sat.	3rd Oct. at noon	
SANDAKAN	Chunsang*	Sat.	3rd Oct. at 3 p.m.	
S'PORE & Sourabaya	Fausang	Sat.	3rd Oct. at 3 p.m.	
MANILA	Yuensang*	Sat.	3rd Oct. at 3 p.m.	
S'PORE, Pang & C'outa...	Kutsang*	Wed.	7th Oct. at 3 p.m.	

## Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Lalsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.  
 \* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
 † Taking Cargo on Through Bills of Lading to Yangtze Ports, Ohofu, Tientsin, Dalny, Weihaiwei, Tsingtau.  
 ‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.  
 For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.  
 Telephone No. 215. General Managers.

## THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.  
Subject to change without Notice.

Trans-Pacific "Shire" &amp; "Glen" Joint Service.

VTORIA, VVER, STLE,  
 TACOMA & PLAND...  
 VTORIA, VVER, STLE,  
 TACOMA & PLAND...

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.  
 For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
Yokohama, Kobe, Hongkong, and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.  
 For Freight and Passage, apply to

JARDINE, MATHESON &amp; CO., LD.

Telephone No. 215.

Agents.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.  
TAIKOO DOCKYARD, HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS  
FORGEWORKERS, BRASS & IRON FOUNDERS, CON-  
STRUCTIONAL ELECTRICAL & MECHANICAL  
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE  
 AND ELECTRIC SYSTEMS.  
 Estimates given for quick construction and repair of Ships,  
 Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of  
 Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

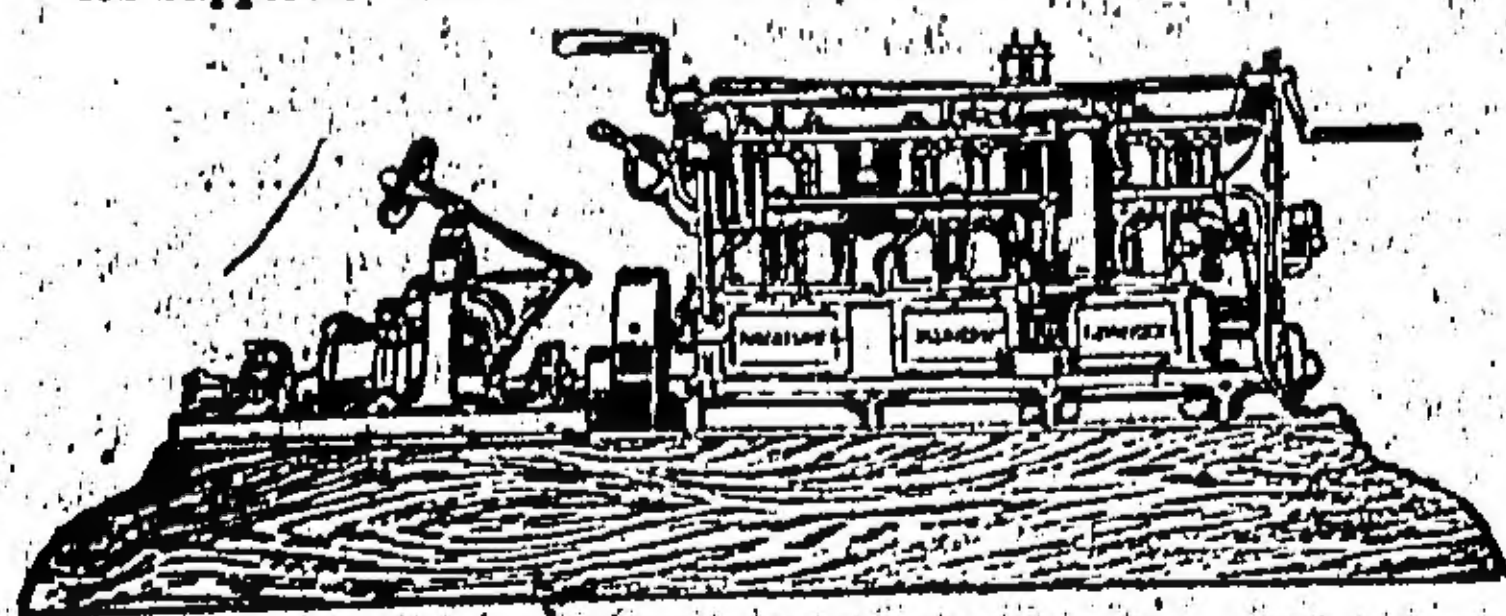
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons  
 displacement, providing conditions for painting ships with most  
 efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-  
 HEAD CRANES throughout the Shops, ranging up to 100 Tons.  
 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,  
 Rivets, etc.

AGENTS for JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2  
 150 H. P.  
 As supplied to the British Admiralty & War Office.



0.6 type Motor and Reserve Gear.

B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN  
 BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE  
 CRAFT OF EVERY DESCRIPTION.  
 MOTOR PUMPING AND LIGHTING SETS, MOTOR  
 VEHICLES, etc.

Dockyard Manager

If a.m. to 12 noon at the Town Office.

BUTTERFIELD &amp; SWIRE.

HONGKONG, CHINA AND JAPAN. AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 211.

## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be De- spatched.
London, via Usual Ports of Call	Salsette	P. & O.	26, Sept.
London, Amsterdam & Antwerp	Troilus	B. & S.	28, Sept.
Marseilles via Saigon, S'pore,			
Colombo, Port Said	Polynesian	M. M.	29, Sept.
Marseilles, Havre & Liverpool	Dauclon	B. & S.	1, Oct.
Marseilles via Ports	Mishima	N. Y. K.	7, Oct.
London & Antwerp via S'pore etc.	Namur	P. & O.	14, Oct.

## NEW YORK, SAN FRANCISCO AND CANADA.

Boston & New York	Ghazee	D. & Co.	30, Sept.
Vancouver via S'hai, Japan etc.	Monteagle	O. P. R.	30, Sept.
Victoria, Vancouver, Seattle,	Cardigan		
Tacoma & Portland	shire	J. M. Co.	30, Sept.
Via, B.C., T'ma via K'lung, Japan	Chicago M.	O. S. K.	1, Oct.
Victoria, Seattle, Tacoma etc.	Oalchias	B. & S.	1, Oct.
San Francisco via S'hai & Co.	Shinyo M.	T. K. K.	6, Oct.
South America via usual ports	Seiyo M.	T. K. K.	6, Oct.
San Francisco via S'hai & Japan & Co.	Korea	P. M. Co.	6, Oct.
Victoria, B.C. & S'ha, etc.	Yokohama	N. Y. K.	8, Oct.
Victoria, Vancouver & Seattle	Shidzuoka	N. Y. K.	8, Oct.
Victoria, B.C. & T'ma via S'hai & Co.	Chunsang	O. S. K.	14, Oct.
Victoria & Tacoma via K'lung, etc.	Canada M.	O. S. K.	14, Oct.
San Francisco via S'hai & Japan & Co.	Chiyo M.	T. K. K.	20, Oct.
San Francisco via Manila & Japan & Co.	China	P. M. Co.	27, Oct.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Nov.

## AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	29, Sept.
Australian Ports via Manila	St. Albans	G. L. Co.	30, Sept.

## SINGAPORE, COAST PORTS AND JAPAN.

Singapore, Penang & Calcutta	Fooshing	J. M. Co.	26, Sept.
Shanghai	Oriental	P. & O.	26, Sept.
Swatow, Amoy & Foochow	Haiyang	D. L. Co.	29, Sept.
Shanghai	Anhui	B. & S.	29, Sept.
Bombay via S'pore etc.	Shinichiku	N. Y. K.	30, Sept.
Foochow via Swatow & Amoy	Kaijo M.	O. S. K.	1, Oct.
Singapore and Sourabaya	Fausang	J. M. Co.	3, Oct.
Sandakan	Chunsang	J. M. Co.	3, Oct.
S'hai, Moji, Kobe and Yokohama	Nellore	P. & O.	17, Oct.
Singapore, Mauritius and South			
African Ports	Salamis	B. L. L.	25, Oct.
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	Q. desp.
Batavia, Cheribon, Samarang, & Co.	Tijmah	J.C.J. L.	2, half O.
Japan	Tijlajap	J.C.J. L.	2, half S.
Shanghai	Tijlaroem	J.C.J. L.	2, half S.
Shanghai	Tijlanna	J.C.J. L.	Q. desp.
Shanghai	Tijmanoeck	J.C.J. L.	Q. desp.
Shanghai	Ijckembang	J.C.J. L.	Q. desp.

## TO SAIL

## REGULAR STEAMSHIP SERVICE

Proposed Sailing from Hongkong

For BOSTON AND NEW YORK

The s.s. "CHAZEE"

sailing on or about the 30th September

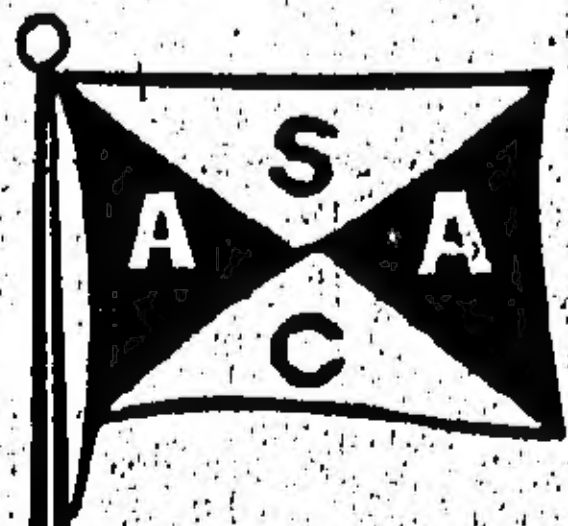
For Freight and further information apply to

DODWELL &amp; CO., LTD

Hongkong, 24th September, 1914.

Agents.

## HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

For New York via Japan Ports &amp; Panama Canal.

The s.s. "INDRADEO"

on or about 14th October, 1914.

For freight or information apply to

SHEWAN TOMES &amp; Co.

Hongkong, 24th September, 1914.

General Agents.

## MOVEMENTS OF STEAMERS.

## VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessel.
Haiphong	Sungkiang
America	Nikko Maru
Calcutta	Fooshing
Philippines	Loongsang
Amoy	Haiching

## VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessel.
Saigon	Hongkong

## AMERICAN MAIL.

The P. M. s.s. KOREA carrying the mails from the United States is scheduled to arrive at this port on Monday, Sept. 29.

## MERCHANT STEAMERS.

The N. Y. K. s.s. KUMANO MARU, HORATA MARU and KAMAKURA MARU have been withdrawn from the service, and their substitutes are not placed.

The Barber Line s.s. CHALISTER left New York for Hongkong via Panama Canal on the 1st Sept. and is due here on or about the 20th Oct.

The Barber Line s.s. MIDDLEHAM CASTLE is expected to arrive here on Saturday the 26th inst. at daylight.

The Ben Line s.s. BENRINNES from Leith and London left Singapore for this port on 22nd inst. and may be expected to arrive here on or about 28th inst.

The T. K. K. s.s. SHINYO MARU will leave Nagasaki for San Francisco on the 3rd October and not on the 6th October as previously advised.

## CONSIGNEES

S.S. "DEIKE RICKMERS."

From Hamburg and Antwerp.

Consignees are informed that their Goods have been landed in Shanghai at the Eastern Wharf.

No Fire Insurance has been effected.

FRED. B. ORNEMANN &amp; Co.

Agents.

Hongkong, 22nd September, 1914.

## VESSELS IN PORT.

## Steamers.

Lycan, Br. s.s. 4314, Walker, 12th inst.	—Singapore, 8th inst., Gen.—R. & S.
Sabine Rickmers, Dut. s.s. 573, J. Schermerman, 13th inst.—Tamsui, 12th inst., Ballast—A. P. Co.	
Banri Maru, Jap. s.s. 2359, S. Suga, 17th inst.—Japan, Sugar—D. & Co.	
Shanai, Br. s.s. 1223, Simon, 17th inst.—Hohow, 16th inst., Gen.—B. & S.	
Bollefos, Norw. s.s. 2, A. Johnson, 18th inst.—Bangkok, 15th inst., Rice—T. & Co.	
Kief, Norw. s.s. 723, Armandsen, 18th inst.—Bangkok, Rice—Order.	
Fooshing, Br. s.s. 1424, G. H. Alcock, 17th inst.—Singapore, 11th inst., Gen.—J. M. & Co.	
Tijliwong, Dut. s.s. 3058, A. Oldenburger, Java, 18th inst., Sugar & Gen.—J. O. J. L.	
Sultan van Koel, Dut. s.s. 1419, E. R. Vries, 19th inst.—Tamsui, 12th inst.—Fuseli—A. P. Co.	
Kwangsh, Chinese s.s. 1536, Sangster, 19th inst.—Shanghai, 16th inst., Gen.—C. M. N. S. Co.	
Chusan, Br. s.s. 1337, Robertson, 19th inst.—Amoy, 18th inst., Ballast—B. & S.	
Tijmanoeck, Dut. s.s. 5000, A. W. Le Roy, 19th inst.—Shanghai, Gen.—J. C. J. L.	
Inkang, Br. s.s. 978, D. W. Ritchie, 20th inst.—Hankow, 17th inst., Salt—J. M. & Co.	
Walshing, Br. s.s. 1170, W. Pickall, 20th inst.—Hongkong, 18th inst., Coal—J. M. & Co.	
Chibi, Br. s.s. 1143, Lloyd, 20th inst.—Swatow, 19th inst., Ballast—B. & S.	
Drufar, Br. s.s. 1102, J. Bing, 20th inst.—Swatow, 19th inst., Gen.—Chinese	
Choyang, Br. s.s. 1424, S. Findeson, 20th inst.—Shanghai, 16th inst., Gen.—J. M. & Co.	
Candia, Br. s.s. 5194, R. E. Peel, 20th inst.—London, 9th ult., Gen.—P. & O. R. N. Co.	
Fukura Maru, Jap. s.s. O. Kawasaki, 20th inst.—Moji, 14th inst., Coal—M. B. K.	
Heljun Maru, Jap. s.s. 1953, Miyari, 20th inst.—Camaran Bay, 16th inst., Coal—M. B. K.	
Loongsang, Br. s.s. 1963, W. G. G. Leask, 22nd inst.—Manila, 18th inst., Gen.—J. M. & Co.	
Ryusho Maru, Jap. s.s. 1743, Y. Kaneda, 21st inst.—Wai Hsi, 16th inst., Gen.—M. B. K.	
Bourbon, Fr. s.s. Le Vaillant, 21st inst.—Saigon, 17th inst., Rice—Order.	
Kanau, Br. s.s. 1143, Monkman, 21st inst.—Keelung, 18th inst., Coal—Order.	
Kashima Maru, Jap. s.s. 6516, M. Yagi, 21st inst.—Shanghai, Gen.—Order.	
Ulv, Norw. s.s. 384, J. Pedersen, 22nd inst.—Bangkok, 13th inst., Rice—Chinese.	
Dunorio, Br. s.s. 1312, C. D. Logie, 22nd inst.—Bangkok, 13th inst., Rice—B. L.	
Erivken, Norw. s.s. 1451, Nelsen, 21st inst.—Bangkok, 30th ult., Rice—M. B. K.	
Devawangse, Br. s.s. 1647, C. W. Shearer, 22nd inst.—Saigon, 18th inst., Rice & Gen.—A. Buge.	
Monteagle, Br. s.s. 3253, F. L. Davison, 22nd inst.—Shanghai, 19th inst., Gen.—C. P. R.	
Gemini, Br. s.s. 1339, Jones, 23rd inst.—C. W. Tao, 16th inst., Coal—K. M. & Co.	
Kjeld, Norw. s.s. 910, Hellaspe, 23rd inst.—Bangkok, 5th inst., Rice—Chinese.	
Sungkiang, Br. s.s. 987, J. Robinson, 23rd inst.—Hohow, 21st inst., Gen.—B. & S.	
Albana, Br. s.s. 2597, Wm. Dunbar, 23rd inst.—C. W. Tao, 17th inst., Coal—K. M. & Co.	
Chicago Maru, Jap. s.s. 2505, K. Hori, 24th inst.—Manila, 21st inst., Flour & Gen.—O. S. K.	
Kawachi Maru, Jap. s.s. 3221, M. Nakamura, 23rd inst.—Moji, Gen.—N. Y. K.	
Iverclyde, Br. s.s. 3214, Mansfield, 22nd inst.—Moji, 17th inst., Coal—J. M. & Co.	
Fausang, Br. s.s. 1450, H. S. Walken, 23rd inst.—Sourabaya, 15th inst., Sugar—J. M. & Co.	
Shipco, Br. s.s. 2504, J. Crumpton, 23rd inst.—Singapore, 16th inst., Coal—Order.	
Kenkon Maru, Jap. s.s. 2153, M. Kaneko, 23rd inst.—Moji, Coal—M. B. K.	
Atholi, Br. s.s. 3031, L. Bazby, 22nd inst.—Singapore, 16th inst., Gen.—D. & Co.	

## CONSIGNEES

## MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From GLASGOW, LIVERPOOL and STRAITS.

## THE Steamship

## "ATHOLI"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All claims against the Steamer must be presented to the Under signed on or before the 14th prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL &amp; Co. Ltd.

Agents.

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

## THE Company's Steamship

## "ATSUTA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before noon, today.

Goods not cleared by the 28th September, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 21st September, 1914.

## HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1: A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &amp;c., &amp;c.

## THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER BILGE KEELS	RISE OF TIME
KOWLOON				
No. 1 Dock, Kowloon	700'	150' top 120' bottom	10'	2' 6"
No. 2 Dock, Kowloon	274'	74'	18' 6"	2' 6"
No. 3 Dock, Kowloon	264'	74'	18'	2' 6"
Patent Slip, No. 1, Kowloon	260'	74'	18'	2' 6"
Patent Slip, No. 2, Kowloon	260'	74'	18'	2' 6"
TAI-KO-KU-SUI				
Cosmopolitan Dock	460'	80'	18'	2' 6"
ABERDEEN				
Hong Dock	410'	80'	18'	2' 6"
Launceston Dock	310'	80'	18'	2' 6"

HEAD

OFFICE: KOWLOON.

Telephone No. 1 K.

Please Address Enquiries to the Chief Manager.

R. M. DYER B.Sc. M.I.N. Kowloon Dock, Hongkong.

TOWN OFFICE  
QUEEN'S BUILDINGS  
Telephone No. 20, Hongkong



# THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, FRIDAY, SEPTEMBER 25, 1914.

## TELEGRAMS.

### FUNDS FOR CHINA.

#### TEN MILLION BRITISH LOAN.

[Reuter's Service To "The Telegraph."]

London, Received Sept. 25.

The Times' Peking correspondent states that China has signed an agreement with Messrs. Samuel, of London, for a loan of ten million sterling.

### MR. BELLOC'S FORECAST.

Astonishing Accuracy of a 1912 Prophecy.

Mr. Hilaire Belloc, more than two years ago, in the "London Magazine," published an article which, in the light of the events of to-day, must be regarded as an astonishingly accurate forecast of the early stages of the war.

The Nature of the Defences. Mr. Belloc predicted that the German forces would, with utmost rapidity, form a circuit round the great twenty-mile ring of forts which surround Liege and attempt to capture the fortress, and their supreme effort would be to do this long before any French or British troops could be got upon the scene. He examined the prospects of a siege of Liege, and pointed out that since the lesson of Port Arthur it was unreasonable to consider the capture and occupation of one of the great modern ring-fortresses as a matter of a few hours, or even of a few days. He proceeded to indicate the nature of the defences.

The works round Liege consist of twelve isolated forts forming the most perfect and the most formidable ring of defences in Europe or in the world. The ideal ring-fortress would be a town capable of ample provisioning and lying within an exact circle of heights at an average of some 8,000 yards distance, each height some 4,000 yards from the next, each crowned with a self-contained closed work, and each such work within support of at least two others. No such absolutely exact conditions exist, of course, in reality, but skill and the relief of the soil combined have endowed Liege with a ring of forts very nearly combining these conditions. The circle, though not exact, is more nearly exact than in the case of any other ring fortress. Its largest diameter is not 20 per cent. in excess of its shortest. The greatest distance between any two works is but 7,000 yards, the average less than 4,000. Each work is easily supported by two others, and often by three, and in one case by four.

After closely examining all the conditions, Mr. Belloc went on to say that the conclusion forced upon him was that Liege, with any adequate provision of gunners and supplies, would stand a siege more thorough and prolonged than any of the other great ring-fortresses of Europe; and calculations based on "rushing" of its defences would spell defeat.

Assuming, therefore, that the regular siege which we now see in progress would be necessary, Mr. Belloc considered what influence the advance of French or British troops in aid of the Liege or Namur defences would have in defeating the German plan.

It is impossible for an army to fight upon two fronts, at any rate, not for long; hence, before any siege can be undertaken, the besieging army must have security from attack from outside its circle. For this purpose the besiegers must have a covering army commensurate with the relieving force which it would have to face. It was precisely here that the advantage of a British contingent was evident to the French.

## KONIGSBERG'S PRIZE.

The Sinking of the City of Winchester.

An authentic account of the capture and sinking of the German liner City of Winchester by the German cruiser Konigsberg, off the coast of Aden, has been given to the Straits Times by an officer of the lost ship. He says that the vessel left Calcutta for London on July 22 with two passengers and the crew. On July 29 she arrived at Colombo, and after discharging and loading considerable general cargo the voyage was resumed the following day. The German ship Zeiten was in port at the time and remained there for another six hours. In the afternoon of August 4, the City of Winchester was under the island of Socatra and two days later entered the Gulf of Aden. During the evening a wireless message gave them news of the declaration of war and two hours later the ship was captured by the Konigsberg which steamed up alongside with all lights out.

"After demanding our name and nationality," said our informant, Mr. O.C. Brown, the second officer of the ill-fated liner, "we were told to stop. Then the cruiser sent a boat over with two lieutenants and about 20 men armed with rifles and bayonets. The officers came up the gangway and saw Capt. Dyck. The wireless installation was destroyed and all the ship's papers taken away. They left an officer and four men aboard, and we were told to steam according to orders that would be given us. The cruiser kept close to us, but the lights of both ships were out. We continued steaming throughout the night, and on the afternoon of the day following we reached the small port of Makalla, on the Arabian coast, about 200 miles north-east of Aden. Here we found the Zeiten and were afterwards joined by the German steamer Ostmark. We went in and anchored, with the cruiser keeping a watch on us from the sea side. Later on a boat came across from the Konigsberg and the charts and general implements for the navigation of the ship were removed, after which a prize crew of two lieutenants and 38 men was put aboard. They were all heavily armed. The same night the City of Winchester left for an unknown destination, being ordered to follow the Zeiten which steamed ahead. We proceeded to sea with all lights out and the next day were going in a north-easterly direction. On the afternoon of August 9 we made the Khorra Moorya islands, about half way between Aden and Karachi. We dropped anchor in a small bay, and the next day the Zeiten came up alongside and removed some of our coal and all the stores.

"All the crew, with the exception of myself, the third engineer, Mr. Thompson, and the carpenter, were ordered aboard the Zeiten, which was carrying 200 English passengers. In the early morning of August 11, the Zeiten let go her ropes and hauled off and disappeared into the darkness, with no lights showing and our comrades aboard. We were left alone with the German prize crew who warned us to do nothing that could be considered as an act of war, otherwise we should have to take the consequences. They treated us most kindly and we had nothing about which to complain regarding their attitude towards us. During the ensuing day they opened the hatches and took out what food stuff they could find, and in the afternoon the cruiser again appeared. She made fast alongside and took off the remainder of the coal and whatever they wanted of the cargo. This work

continued, with screened lights, throughout the night, and early on the morning of August 12 the crew and ourselves crossed over into the cruiser. She moved some 300 yards away and opened fire on the City of Winchester. Three shells were put into her and 22 hours later the new ship, which was homeward bound on her maiden voyage, went to the bottom. Shortly afterwards, we were transferred to the Goldenfels and eventually reached Singapore.

The case in which two Chinese employed at the Naval Yard were charged before Mr. J. R. Wood at the Police Court, yesterday, with assaulting an Indian constable, was completed this morning, when the defendants were discharged.

A Chinese fireman called on behalf of the defendants said that they were at work repairing an electric light when the Indian constable came up to them and commenced to interfere with their tools. The first defendant told him to go away and let them get on with their work, and the constable started to assault them with his rifle.

His Worship said that the constable was to blame for what had happened, and discharged the defendants.

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## GAS EXPLOSION.

Alarming Affair in Bonham Strand.

There was much excitement in the neighbourhood of Bonham Strand East, yesterday afternoon, about three o'clock, and no little danger, when an explosion owing to a damaged gas main occurred. So violent was the explosion at one spot (there was a series) that a manhole is reported to have been blown some twelve or fourteen feet into the air. Happily, the fire station is hard by, and the men were quickly at work to suppress the flames and prevent any further damage than had been done. The Gasworks were soon acquainted of what had happened and in a short time any further explosions were prevented by their prompt action.

The Wing Cheong-sing alkali-pieces shop caught fire, but no great damage was done. Even this morning some joints were found to be burning, but the fire brigade kept a strict watch over the premises and the spreading of the fire was soon averted. Several Chinese were engaged repairing the pipes, but no one has been reported as injured. It is said that a traction engine has been working in the neighbourhood for some time, and that owing to a sinking of the road and the weight of the engine the main had been strained or dislocated. There were several explosions practically up to Hollywood Road, but fortunately no damage was done by them. At the moment the road is up in several places and men are busily at work executing repairs.

The Gas Company informs us that yesterday there was a leakage of gas at Bonham Strand East, at the junction with Jervois Street, caused by a broken main, which it is stated was fractured by a steam roller. The escaping gas passed through the sewer and, coming in contact with light at different points, exploded. There was not a series of explosions from different leakages; all was due to the one leakage.

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## THE YARN MARKET.

Proposal by Chinese Dealers Falls to the Ground.

Messrs. Polishwalla and Kotwall, in their yarn report dated to-day, state:—

Since the outbreak of war we discontinued the issue of our fortnightly yarn circular, as there was an entire suspension of all business from first hands.

During the past week, however, some business has transpired, but it is a business of such exceedingly small proportions that it hardly deserves to be noticed. What really must be noticed are the prices, which have fallen from the quotations given in our issue of the 14th August, about five to seven dollars per bale. Consequently, we deem it right to revise our list of prices and to issue our circular for this week's mail.

Some two or three weeks back, a proposal was mooted amongst the Chinese dealers not to enter into any fresh business, but to concentrate their efforts to clearing their existing contracts and thus sustain prices. With that object in view they approached the foreign merchants and asked for their co-operation in this direction, but unfortunately no agreement was reached.

The market, if a market can be said to exist, closes dull and gloomy. Total sales, 1,500 bales. Un-sold stocks, 63,000 bales. Sold but un-delivered in the godown and to arrive, 35,000 bales.

Arrivals.—The mail strata, Himalaya and Arcadia and extra strata, Rangoon, Penang, Luzon, and Malay Maru from Bombay, and strata, Apear and Katsang from Calcutta have brought in 9,772 bales for Hongkong and 9,285 bales for Shanghai.

Local Mill.—No sales. Shanghai.—Nothing to report. Japanese Yarn.—A heavy decline in Japan caused a corresponding fall in the local prices of this yarn. Sales as follows: 2,000 bales Yellow Choo No. 20 at \$127 and 300 bales Setau at \$135.

Kaw Cotton.—Bengal and Chinese, no sales. Stock 2,000 bales Bengal and 1,000 Chinese. Quotation: Bengal at \$15 to 20; Chinese \$20 to \$42.

## VOLUNTEER ORDERS.

Corps Orders issued yesterday by Lieut.-Col. A. Chapman, V.D.

Duties.—In future the weekly duty of Groups will commence each Monday night instead of Sunday night. The Group at present on duty will be relieved on Monday, 28th instant.

Leave.—O. C. of Sections or Companies may in future grant leave of absence from parades, for sufficient reasons, for periods not exceeding 2 days. Such leave will not cover night duty at Headquarters nor absence from the Colony.

Parades.—Parades for tomorrow, Friday, 25th instant, 5.30 p.m. Recruits Scouts Co.—Musketry on Short Range, Kennedy Road; Parade at Volunteer Headquarters under Sergeant Major. 5.40 p.m. No. 1 Section Artillery Battery Gun Drill at Victoria Gap. 5.45 p.m. No. 2 Section Artillery Battery under Section Officers. Centre Section M. G. Co. under Section Officers.

Detail.—On duty Group 2. Officers on duty Capt. Armstrong, Lt. Norrington & Lt. Lindell. Orderly Officer, Lieut. Lindsell. To furnish Guard to-morrow, Centre Section; M. G. Co. Orderly Sergeant to-morrow Sergt. Cooper.

A Windfall for Britain. London, Aug. 21.—Five steamers laden with wheat originally consigned to Hamburg have been put into the anchorage of Barry, on the Welsh coast. Their cargo total 30,000 tons.

## WHAT IS A BRITISH SHIP?

What is a "British Ship?" That is a question of great importance just now. The law as it stands to-day may be best stated by a citation from the Merchant Shipping Act as consolidated in 1894.

"Part 1. (1) a ship shall not be deemed to be a British ship unless owned wholly by persons of the following description (in this Act referred to as persons qualified to be owners of British ships), namely:—

(a) Natural born British subjects;

(b) Persons naturalised by or in pursuance of an Act of Parliament of United Kingdom or by or in pursuance of an Act or ordinance of the proper legislative authority in a British possession;

(c) Persons made denizens by letters of denization; and,

(d) Bodies corporate established under and subject to the laws of some part of his Majesty's dominions and having their principal place of business in those dominions.

Provided that any person who either—

(1) Being a natural born British subject has taken the oath of allegiance to a foreign state, or has otherwise become a citizen or subject of a foreign state; or,

(2) Has been naturalised or made denizen as aforesaid; shall not be owner of a British ship unless, after taking the said oath, or becoming a citizen or subject of a foreign state, or on or after being naturalised or made denizen as aforesaid, he has taken the oath of allegiance to his Majesty the King and is, during the time he is owner of the ship, either resident in his Majesty's dominions or partner in a firm actually carrying on business in his Majesty's dominions."

By a curious anomaly of British law the Companies Acts have been so framed as to permit any foreigner or body of foreigners to evade the provisions and violate the principles of the Merchant Shipping Act. Although a foreigner cannot register as the individual owner of a British vessel, he can acquire all the shares of a joint-stock company registered as the owner of such a vessel and domiciled as to its place of business in Great Britain. It is surely a fantastic abuse of legislation that one statute should furnish the means of evading the provisions of another statute.—Ealo.

M. VIVIANI. A Dramatic Interview. It is understood that M. Viviani, the Premier, in the second interview which he had with Baron von Schoen, the German Ambassador, said to the latter at the beginning of their conversation:—"You are mobilising. We know it."

Baron von Schoen did not reply, and M. Viviani added:—"This attitude on the part of your Government has dictated ours. We are compelled to take similar precautions to yours. Our peaceful intentions remain unchanged. We wish peace, and the best proof we can give you of our wish is that at the present moment the French Parliament has not been convoked. Under the Constitution we should be compelled to convocate it if our intentions were not peaceful."

"But," replied the Ambassador, "incidents on the frontier are unfortunately too frequent."

"To this M. Viviani replied:—"How can you suppose such a thing since our troops are five miles from the frontier? We are, in fact, exposed to a violation of our frontier, and I do not think there is another Power in the world which would have consented to do such a thing."

## HAELN BATTLE.

Field Covered with Dead.

Brussels, Aug. 13. Yesterday's fight will be known as the battle of Haelen. The fighting lasted throughout the day, and even at 7.30 in the evening shells were still falling on the road leading to Diest. The centre of the battle was at Haelen, which lies to the north-west of Hasselt. At seven in the evening all the ground between Diest, Haelen and Zellick was clear of Germans, but was covered with dead and wounded.

A part of the left wing having shown signs of wavering, reinforcements were asked for. At Diest the firemen requested to be sent to the firing line, and three were wounded. Belgian sappers blew up two bridges over the Domer. A church, a restaurant, and some houses at Haelen were burnt down. Over 200 German dead were counted in a space of 50 yards. The enemy numbered about 5,000, while the Belgians were composed of lancers, mounted riflemen, carabineers, and artillery.

An immense quantity of booty is heaped outside the Town Hall at Diest. Many horses were captured.—Reuter Special.

Brussels, Thursday. Despatches from headquarters at Louvain state that the Belgian success against the advancing German troops yesterday was complete, and that the Germans, having sustained heavy losses, are in flight. The enemy has re-crossed the River Gette in great disorder.

To-day's official confirmation of the Belgian victory has aroused intense enthusiasm. It is officially stated that only a single division of Belgian cavalry and one mixed brigade were engaged with the enemy. The German losses were very great, and they are stated to have lost in killed and wounded three-fifths of the total number of their troops engaged. On the other hand, the Belgian losses were comparatively small, a few deaths being reported in the cavalry division.

This morning a forward movement of the German troops beaten yesterday was reported, but this advance would only appear to have for its object the collecting of the wounded and the recovering of material which was left behind.

The Belgians have nothing to fear in the way of a surprise, and it is confidently anticipated that any new movement which the Germans may initiate will be victoriously repulsed.—Central News.

Fighting in the Trenches. Later. Fresh details received here concerning the battle of Haelen tell a moving story.

A patrol of Carabineers first signalled the approach of the enemy. The Belgian troops at once manned the trenches, and when the enemy came in sight he was received by a hot fire. The Germans swept the trenches with gun fire, and the Belgians were obliged to fall back to Haelen. Reinforcements soon arrived, and fighting continued throughout the day.

In spite of the Germans numerical superiority they were repulsed with heavy losses, while the Belgian losses were unimportant. The town of Haelen suffered extensive damage. No incident occurred during the night. Train communication has been restored.—Ealo.

Fighting at Huy. Brussels, August 12. The firing of guns can still be heard at Roermond, and it is believed that the bombardment of the Liege forts has been renewed.

Two probable reasons are advanced in military circles here for the evacuation by the Germans of the positions occupied until recently by them around Liege. Either they have withdrawn temporarily until reinforcements arrive, or the German General Staff has decided to throw the strain against the French frontier at a point outside Belgium, leaving this country alone.

A battle is reported to be in progress at Huy, midway between Liege and Namur, where the Germans and Belgians occupy opposite banks of the Meuse. Artillery and rifle fire has been proceeding for two days. The people living on the side of the river occupied by the Germans are hiding in caves.

The authorities here are about to call class 1914 to the colours three months before the normal time. Six hundred German prisoners have arrived.—Central News.

Barbarous Brutality. Brussels, Aug. 12. Further details which are now to hand of yesterday's engagement at Tirlemont show that the fighting lasted from 11 o'clock in the morning until 5 o'clock in the evening, and yet, despite the heavy fire of the contending forces, it is believed that the loss of life has not been particularly heavy on either side. The outstanding feature of the narrative of the day's events is the unanimity as to the alleged brutalities practised by the Germans when they sacked the villages of Ormael, Gussenhoven, Dormael, and Halbesoyenhoven, which lie in a cluster a few miles east of Tirlemont itself.

Old men, women and children were turned out of their homes at the bayonet's point, and the treatment meted out to these non-combatants was in many individual cases such as to cause temporary madness. It is even asserted that wounded Belgian soldiers were killed; and that on every hand the Germans robbed the dead.

Burgomaster-Insulted. Dormael appears to have been singled out for specially violent treatment. Three brothers who had fired upon the Germans were shot dead and their home burnt down, and, according to Le Patriote, the Burgomaster was compelled to kneel before the German officers and pray for pardon, because the town had sought to defend itself against the marauders. Another civilian, under pain of death, was forced to grovel in the dust at the Germans' feet.

As they left the sacked villages, the Germans riding through the streets sang a parody of the Belgian patriotic song, whose words, "Our Flag Flies High," they converted into "Belgians will live under the German flag."

The Germans, who to-day raided the post-office and the National Bank—a private institution—at Hasselt, enjoyed a short-lived triumph. They took with them 208 of the post-office money and 28,000 of the bank's money. Almost immediately, however, they were attacked by a Belgian cavalry brigade with field guns and cannon, and were utterly routed, leaving many dead and captured.

Plans Re-modelled. The German plan to deliver an attack through Belgium having been checked, the Germans are now apparently fortifying their position along the Maastricht-Liege line, employing peasants in this work, by which it is planned to keep open the roads to the south of the Liege province and Luxembourg, where they know that the French are arriving in force.—Central News.

The news from Berlin that a French regiment had been captured is quite inaccurate. So far as the French troops are concerned the situation near Mulhouse is good. The general war news received from Paris this morning is very satisfactory.—Exchange War Special.

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Barbarous Brutality.

Brussels, Aug. 12.

Further details which are now to hand of yesterday's engagement at Tirlemont show that the fighting lasted from 11 o'clock in the morning until 5 o'clock in the evening, and yet, despite the heavy fire of the contending forces, it is believed that the loss of life has not been particularly heavy on either side.

The outstanding feature of the narrative of the day's events is the unanimity as to the alleged brutalities practised by the Germans when they sacked the villages of Ormael, Gussenhoven, Dormael, and Halbesoyenhoven, which lie in a cluster a few miles east of Tirlemont itself.

Old men, women and children were turned out of their homes at the bayonet's point, and the treatment meted out to these non-combatants was in many individual cases such as to cause temporary madness. It is even asserted that wounded Belgian soldiers were killed; and that on every hand the Germans robbed the dead.

Burgomaster-Insulted. Dormael appears to have been singled out for specially violent treatment. Three brothers who had fired upon the Germans were shot dead and their home burnt down, and, according to Le Patriote, the Burgomaster was compelled to kneel before the German officers and pray for pardon, because the town had sought to defend itself against the marauders. Another civilian, under pain of death, was forced to grovel in the dust at the Germans' feet.

As they left the sacked villages, the Germans riding through the streets sang a parody of the Belgian patriotic song, whose words, "Our Flag Flies High," they converted into "Belgians will live under the German flag."

The Germans, who to-day raided the post-office and the National Bank—a private institution—at Hasselt, enjoyed a short-lived triumph. They took with them 208 of the post-office money and 28,000 of the bank's money. Almost immediately, however, they were attacked by a Belgian cavalry brigade with field guns and cannon, and were utterly routed, leaving many dead and captured.

Plans Re-modelled. The German plan to deliver an attack through Belgium having been checked, the Germans are now apparently fortifying their position along the Maastricht-Liege line, employing peasants in this work, by which it is planned to keep open the roads to the south of the Liege province and Luxembourg, where they know that the French are arriving in force.—Central News.

The news from Berlin that a French regiment had been captured is quite inaccurate. So far as the French troops are concerned the situation near Mulhouse is good. The general war news received from Paris this morning is very satisfactory.—Exchange War Special.

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## DIARY OF WAR.

## COUNTRIES AT WAR.

Germany against	Britain.
"	"
"	Russia.
"	"
"	France.
"	"
"	Belgium.
Austria against	Serbia.
"	"
"	Russia.
"	"
"	Britain.
"	"
"	France.

## Events that Brought it About.

- 1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.
- 1885.—Austria-Hungary seizes Serbia from destruction by Bulgaria.
- 1904.—Tariff war between Austria-Hungary and Serbia.
- 1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.
- 1912.—Serbo-Bulgarian Alliance with a clause against Austria.
- 1913.—Serbia thrown back from the Adriatic by favour of an independent Albania.
- 1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.
- July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.
- July 24.—Details of Note published and proved unexpectedly severe. Semi-official *Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Serbia.
- July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

## Since Fighting Began.

- July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.
- July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.
- July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames.
- July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.
- August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Proskien; no casualties.
- August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans invade France near Cirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.
- August 3.—Severe fighting on River Drin between Serbians and Austrians. Patriotic scenes outside Buckingham Palace. Wales decides to raise mounted regiment for service abroad. France protests against German acts of war. Russian Fleet driven into Gulf of Finland by Germans. British Mediterranean Fleet orders for action. Martial law at Malta.
- August 4.—Earl Kitchener sails, but is recalled. War declared between Britain and Germany.
- August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilburg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector-General of British Forces. Admiral Jellicoe becomes supreme commander of the Fleet.
- August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege.

Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion sinks German mine-layer Koenigin Laie and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxemburg. Germany asks for armistice; admits 25,000 men are *hors de combat*.

August 8.—German Cavalry Division crosses Meuse, but is practically annihilated by Belgians. Italy firmly refuses to fight. Bank of England rate reduced to 5 per cent. British seize South Togoland from German and French enter North Togoland. British Government accepts Austria's offer of 20,000 men. French troops enter Alsace-Lorraine.

August 9.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sent by British warship. Reported that Japan has issued ultimatum against Germany. Earl Kitchener appeals for 100,000 men. Russians enter Austrian territory near the valley of Styria.

August 12.—Belgium reports that German advance guards are falling back on main Army. Terrible cannonading heard from Tongres.

August 13.—Belgians hold their own in first engagement in the open at Hasselt. British Admiralty announces that it is confident of its ability to keep the trade routes open. Great Britain and Austria at war. Belgians victorious in fight with Germans at Haslen. German losses being three-fifths of those engaged. French defeat Germans in a battle along the River Othain; regiment of Dragoons annihilated.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Hasselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Olrey. Cannonade heard at Tirmont; believed to be beginning of the great battle. Germans endeavouring to envelop extreme left of Allied Forces. Russians victorious on the Daister; Fourth Austrian Infantry and First Cavalry Regiments annihilated.

August 16.—Japan sends ultimatum to Germany demanding that Kiaochau be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Budu, sinking two ironclads and setting fire to another.

August 17.—Big battle proceeding at Schabatz; rumours of a Serbian victory. Kaiser leaves Berlin for Mainz with Headquarters Staff. French troops advancing all along Alsace-Lorraine. Russians enter Austria by upper course of the Bug and Styria. French Fleet sweeps Adriatic as far as Cattaro. Officially announced that British Expeditionary Force safely lands on French soil.

August 18.—Serbians rout Austrians near Schabatz, annihilating three Regiments. German Crown Prince reported wounded and in hospital. French troops making methodical progress in Alsace-Lorraine. Germans entrenching along Belgian battle front. Belgian Royal Family and Government move to Brussels.

August 19.—Fierce battle proceeding between Belgians and Germans along an extended front. Liege forts still intact. Serbians victorious in fight with 80,000 Austrians. Germany repulsed in again attempting to cross the Meuse near Dinant.

August 20.—Majority of Italian cabinet said to favour intervention on the side of the Triple Entente. Russians occupy Gumbinnen, capturing twelve guns and many prisoners. German forces cross the Meuse between Liege and Namur. French forces reach Moschingen, south-east of Metz. French occupy Guebwiller in Alsace. Russians enter East Prussia and occupy Lyck. French occupy Mulhausen at the point of the bayonet. Germans occupy Brussels.

August 21.—At request of Canadian Government, Duke of Connaught remains Governor-General during the war. French troops achieve brilliant success between Malhausen and Altkirch, capturing 24 guns. Germans retreating on the Rhine. Belgian Army retires to Antwerp in good order and is ready to co-operate with the Allies. Understood that Britain arranges £10,000,000 loan to Belgium. Germany not yet replied to Japanese ultimatum.

August 22.—Germans impose war levies of £2,000,000 and £8,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Serbians rout men. French troops enter Alsace-Lorraine. Austrian success reported at Gumbinnen and in Galicia. France protests against German use of dum-dum bullets. Press Bureau announces that military position of Allies is satisfactory. Germans occupy Aloet and Wetera. German artillery attack on Namur begun.

August 23.—Japan declares war on Germany.

August 24.—French Foreign Minister announces that contact has been established between the forces all along the line without advantage to either side. Japan begins bombardment of Tsingtau. Russians occupy Argv, west of Lyck. Serbians clear the country of Loznitz, Leschnitz and Schabatz, defeating Austrian columns. Serbians ready to cross the Save and invade Hungary. Belgians clear country around Antwerp. Big battle in progress between allies and Germans; Earl of Leven dangerously wounded. Namur falls to Germans. Charlie rot taken and re-taken.

August 25.—Italian Premier announces that Italy will not abandon neutrality. Heavy fighting in Belgium between Allied Forces and Germany; enormous losses. British casualties total 2,000. British and French forces fall back on covering positions; Germans unable to carry out counter-attack. Four Namur forts still intact. Germans bombard Malines, but Belgian retaliate and drive them towards Vilvorde.

August 26.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Königsberg. Announced from New York that Kaiser instructs Tsingtau garrison to defend the position to their utmost. Field Marshal von der Goltz appointed Military Governor of the occupied part of Belgium. Canadian Patriotic Fund rapidly mounting. Toronto City alone contributing \$207,000. Germans occupy Lunville. German attempts on Nancy fail. French successfully resist German attack on southern frontier, enemy retiring all along the line. Russian advance in East Prussia continues. Togoland surrenders to British.

August 27.—French continue to advance between the Vosges and Nancy. Russians occupy Allenstein and continue their advance.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland. Russians secure victory at Romanoff and approach within 20 miles of Lemberg, capturing 4,000 prisoners. Announced that Russians completely invest Königsberg. Belgians rout a German Army Corps, which withdraws in disorder to Louvain.

August 29.—German troops being withdrawn from Belgium, owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand.

August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Laon, towards Mezieres. Fighting reported at Bapaume, 23 miles from Amiens. Fresh German troops appear along Russian frontier; battle continues along whole Austrian front. announced that German destruction in Louvain arouses intense indignation in America. French gain a considerable success at Guise. Australian Premier calls for second expeditionary force. Sept. 1.—German Cavalry Corps marches on Forest of Compeigne, and is engaged by British, who capture ten guns.

German aeroplane appears over Paris, dropping bombs near Saint Lazare station and near the Opera House.

Sept. 2.—List of British casualties published: Details:—Officers killed, 30; wounded, 67; missing, 95. Men killed, 127; wounded, 629; missing, 1,183. Russians sustain reverse in local engagement in East Prussia but defeat three Austrian Army Corps near Lemberg, capturing 150 guns and inflicting enormous losses on enemy. Japanese occupy seven islands of Kiaochau, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Haelicz. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 280,000. Announced that Germans continue to leave the entrenched camp of Paris on their right, marching south-east. Germans evacuate Compiègne and Senlis districts. Great patriotic demonstration at the Guildhall.

September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners. Announced that Britain, France and Russia mutually engage not to conclude peace separately during the war.

September 6.—Press Bureau announces that in recent fighting British casualties total 15,000 and German losses three times that number. Austrians make fruitless attempt to pierce Russian lines, losing 5,000 prisoners.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated. Allies' success over Germans at St. Quentin officially confirmed. Germans lose 3,000 men in a terrific encounter west of Malines; further losses sustained owing to opening of dykes to the south-east of Antwerp. Germans destroy Dinant by shell-fire and incendiary. Announced that altogether 12 Austrian divisions have been completely destroyed by Russians near Lemberg.

September 8.—Russians capture Mikolajoff and Rawarucka, and convert Galicia into Russian Province. British casualties to date:—Officers: killed, 63; wounded, 192; missing, 230. Men: killed, 212; wounded, 1,061; missing, 13,413. Germans retire before the British and cross the Marne. Fifth French Army meets with equal success, making many captures. Germans suffer severely all along the line. No change in Alsace. Viceroy of India announces that 70,000 Indian troops are already on the way to the front. In the House of Com-

mons, a summary of offers of service, money, etc., made in India to the Viceroy, is read; greeted with cheer after cheer. His Majesty sends message to self-governing Dominions, expressing gratitude for whole-hearted support in the war.

September 10.—Forces of 60,000 Germans harrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles. Austrians retreat in disorder before Russians at Tomaszovo. Austrian and German troops dislodged from fortified positions near Lublin, and retire southward.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.1-2 miles. British squadrons make a complete sweep of the North Sea; no German ship seen. German Fleet reported active in Baltic Sea. Austrians evacuate Oracow. Mr. Asquith announces that since beginning of war 430,000 men enlisted, irrespective of Territorials.

Sept. 12.—Whole German right wing falling back in disorder, Allies pursuing them. German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy. Australian Squadron occupies Herberstshof. German New Guinea. French troops occupy Salsonne and Luneville. German left wing retreating.

Sept. 13.—Announced that Allies victory becoming more and more complete everywhere. Ger-

mans evacuate Nancy region after a ten days' attack; casualties, 20,000 men at Nancy and 11,000 men at Luneville.

Sept. 14.—Germans evacuate Amiens and give way at Reims and Brabant-le-roi. Crown Prince's Army driven back. French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Warsaw, and occupy Czernovitz. Serbians defeat 80,000 Austrians at the angle of the Rivers Drina and Save. Announced that German cruiser *Hela* was sunk by hostile submarine.

Sept. 16.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

Sept. 17.—Germans halt in their retreat and take up entrenched positions; Battle of the Aisne begins. Austrian armies evacuating Galicia, in a state of complete rout. Announced that Government of India bears cost of Indian Expeditionary Force.

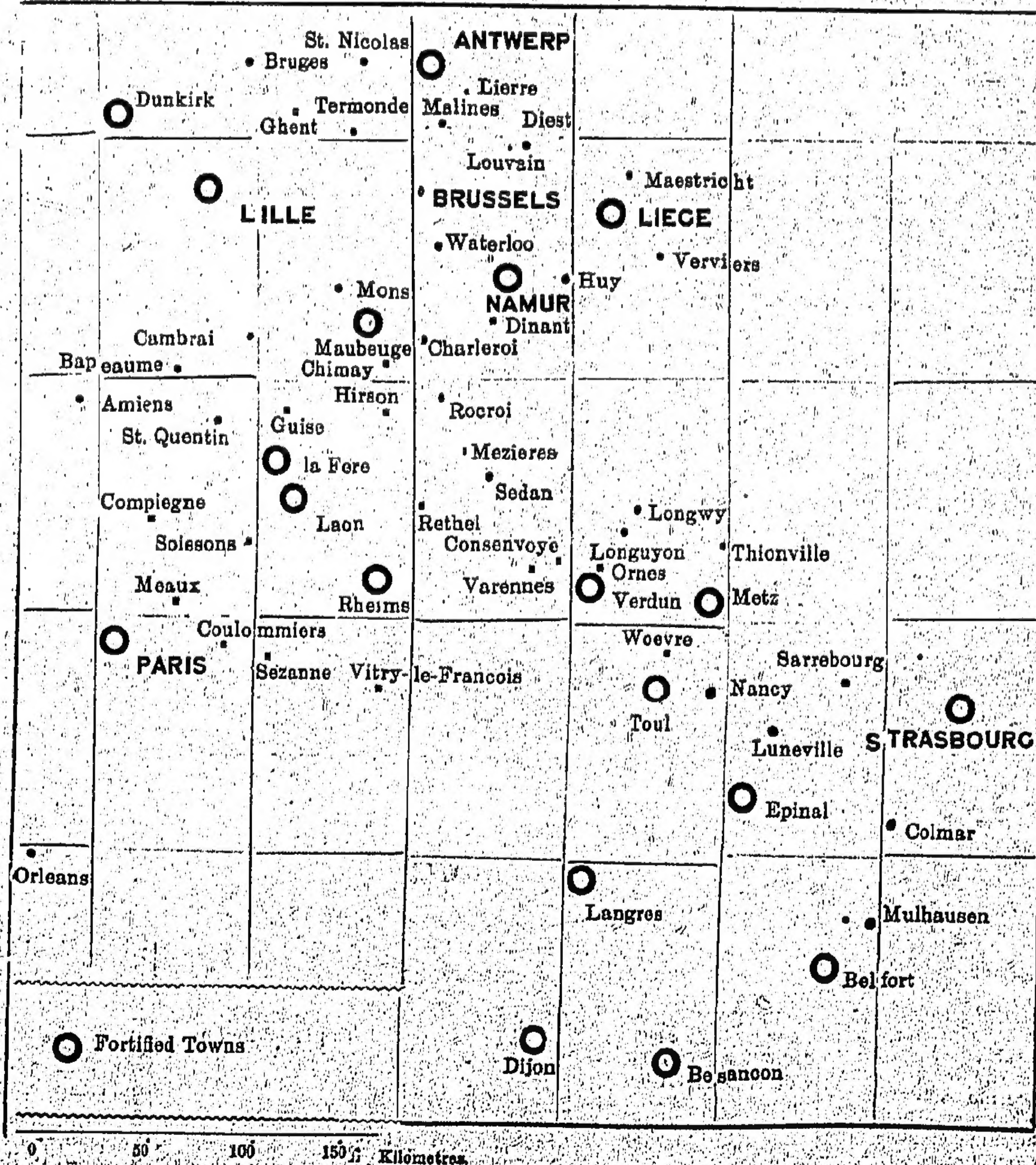
Sept. 18, 19 and 20.—Battle of the Aisne continues. German counter-attacks failing. Germans fire on Rheims Cathedral, setting historic building on fire.

Sept. 22.—H.M. ships *Aoukir*, *Cressy* and *Hogue* sunk by German submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

## THE WAR.

## Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that the Germans are entrenched and have made violent attacks in Woëvre, and to the north-east of Verdun; in the direction of Mouilly and Dompreire, but have been repulsed.

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Sept. 1914

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